RUSS OLSON VOLUME 28C

MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY

EQUIPMENT AND OPERATIONS

Description

Information regarding the equipment and operations of the Minneapolis Northfield & Southern Railway.

Sub-divisions Within This Volume

- Equipment
- Operations

EQUIPMENT

AVERY PV119ED

EQUIPMENT

Gas-Electric Passenger Cars

12 Florida East Coast Railway 200 acquired April 1921 when passenger service to Faribault was restored. G.E. serial number3791; Wason Mfg. Co. order 17275, Type RE70B11 built January 1916. GM-16C9 engine, two G.E. 205 motors, weight 51.5 tons. Retired 1942 or AFE 12, 1946.

13 MStPR&DET Co. 13 acquired May 1918. G.E./Wason RE70B11 built July 1915. Renumbered 16 after 1920. Retired November 1939.

14 MStPR&DET Co. 14 acquired May 1918. G.E./Wason RE70B11 built August 1915. Used in freight switching service over ESLT Co. trackage after passenger service was discontinued in April 1942. Retired 7-13-1950.

15 MStPR&DET Co. 15 acquired May 1918. Originally No. 2 "Irene", Strang/Brill built March 1908. Rebuilt May 1913 by General Electric Co. with G.E./Wason equipment. Renumbered 15 "Marion". Name removed 1920. Retired 12-1-1932.

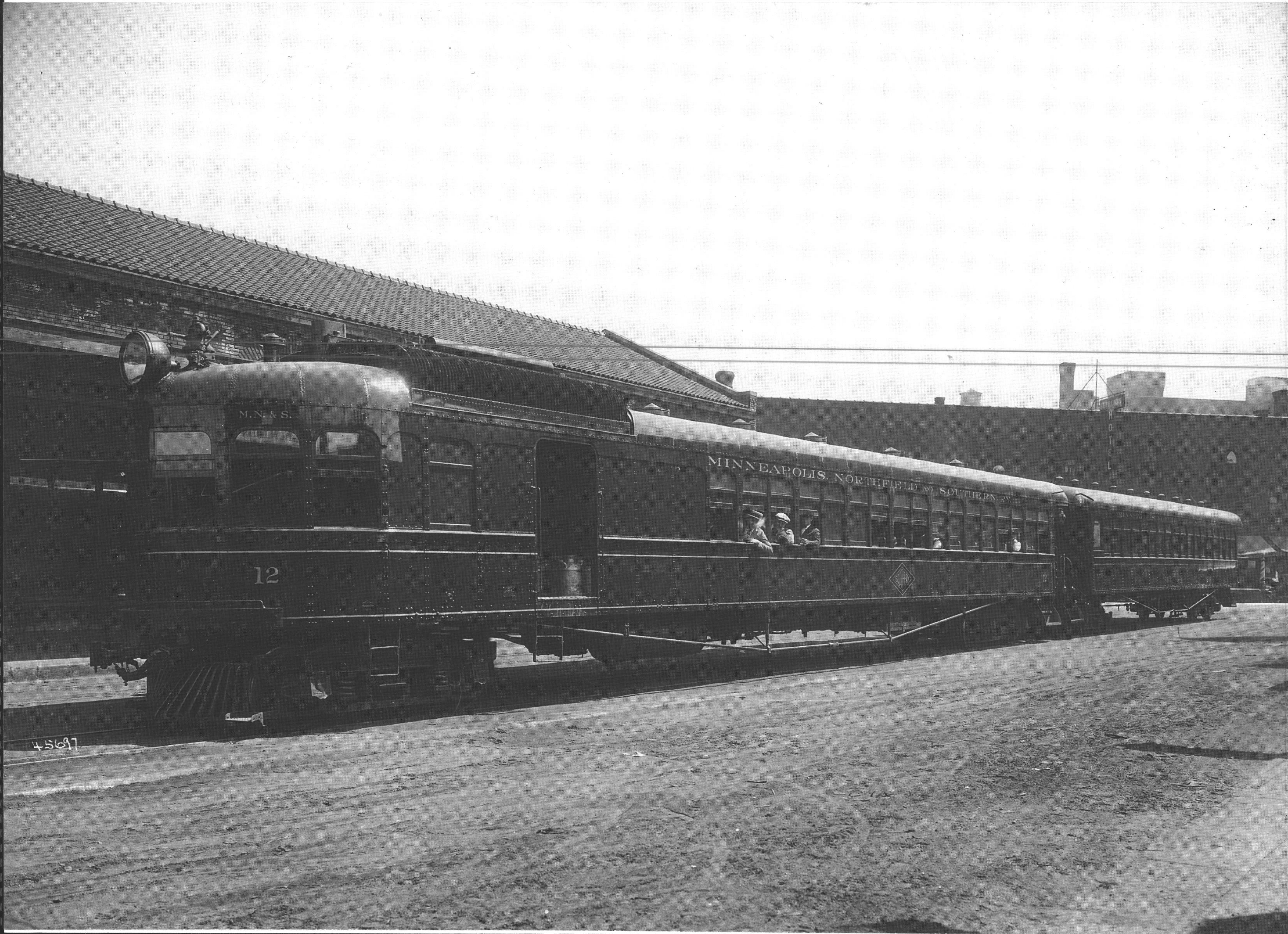
Passenger Trailers

MStPR&DET Co. 55,59,60-61 acquired May1918.
60-61 Disposition and date (early) unknown.
55 Given away 2-1-1946.
59 Sold to Minnesota Western Ry. 4-1-1945. Retired 10-21-1947.

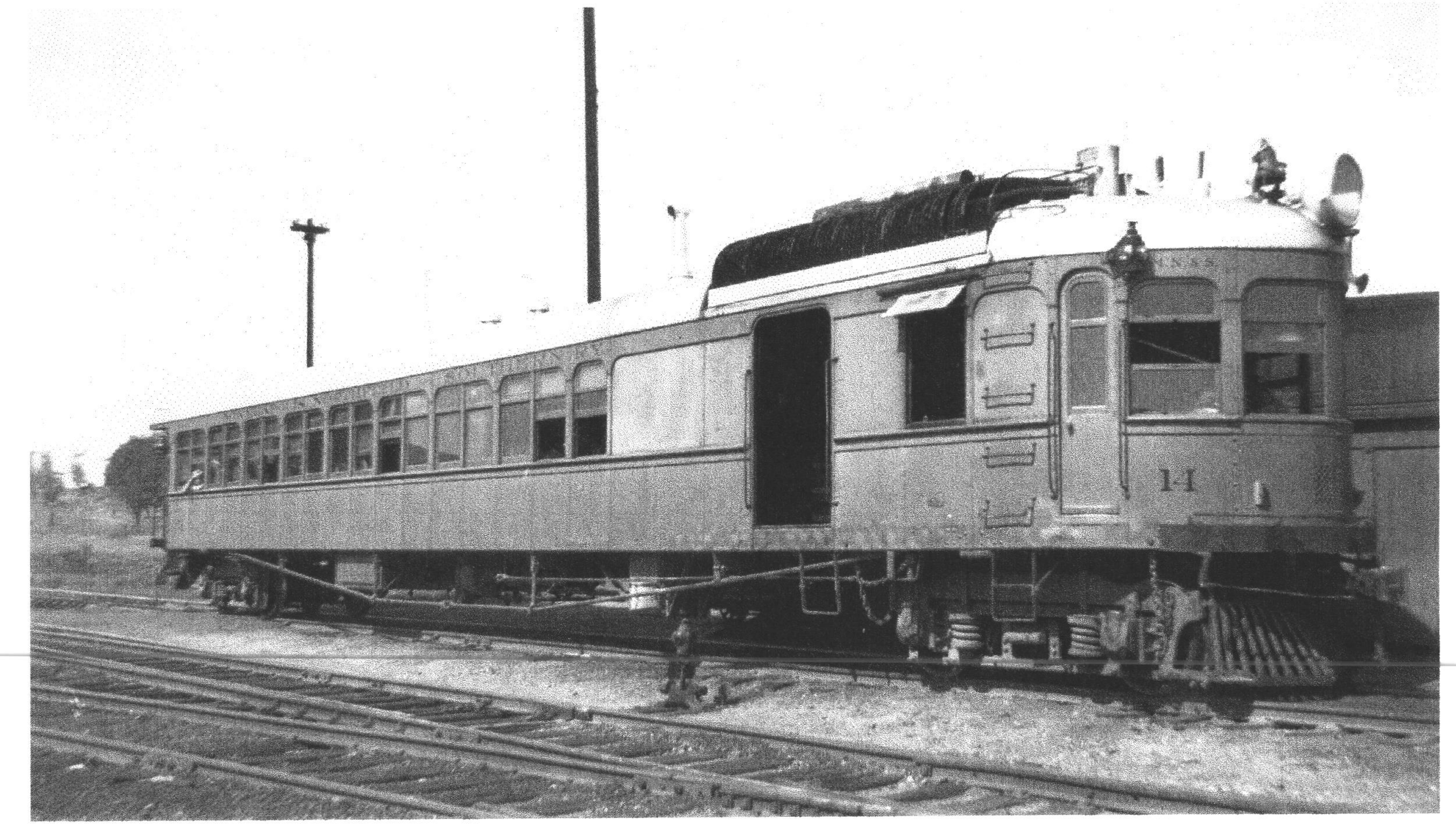
Baggage-Mail Trailers

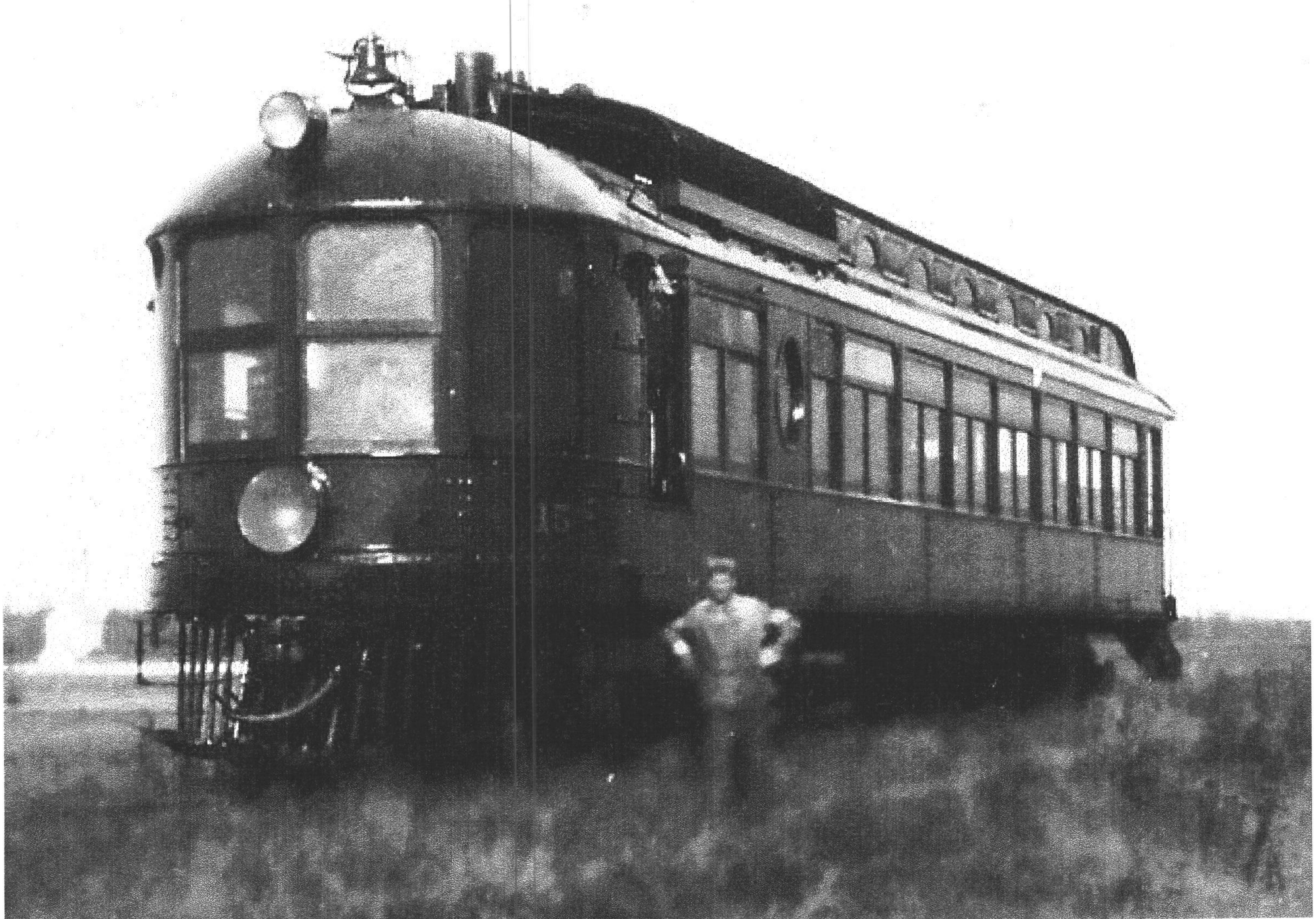
200 MStPR&DET Co. 200 acquired May 1918. (40'10" long.) Mail compartment removed June 1936. Made into Bridge & Building Dept.Bunk Car W45 June 1937. Sold 1948 to Schnitzer Iron & Metal Co.

210 MStPR&DET Co. 210 acquired May 1918. (56'8" long.) Retired AFE 9, 1940.


M.N.&S.
12
MINNEAPOLIS, NORTHFIELD AND SOUTHERN RY.
HOTEL
45697

AVERY® M
PV119ED

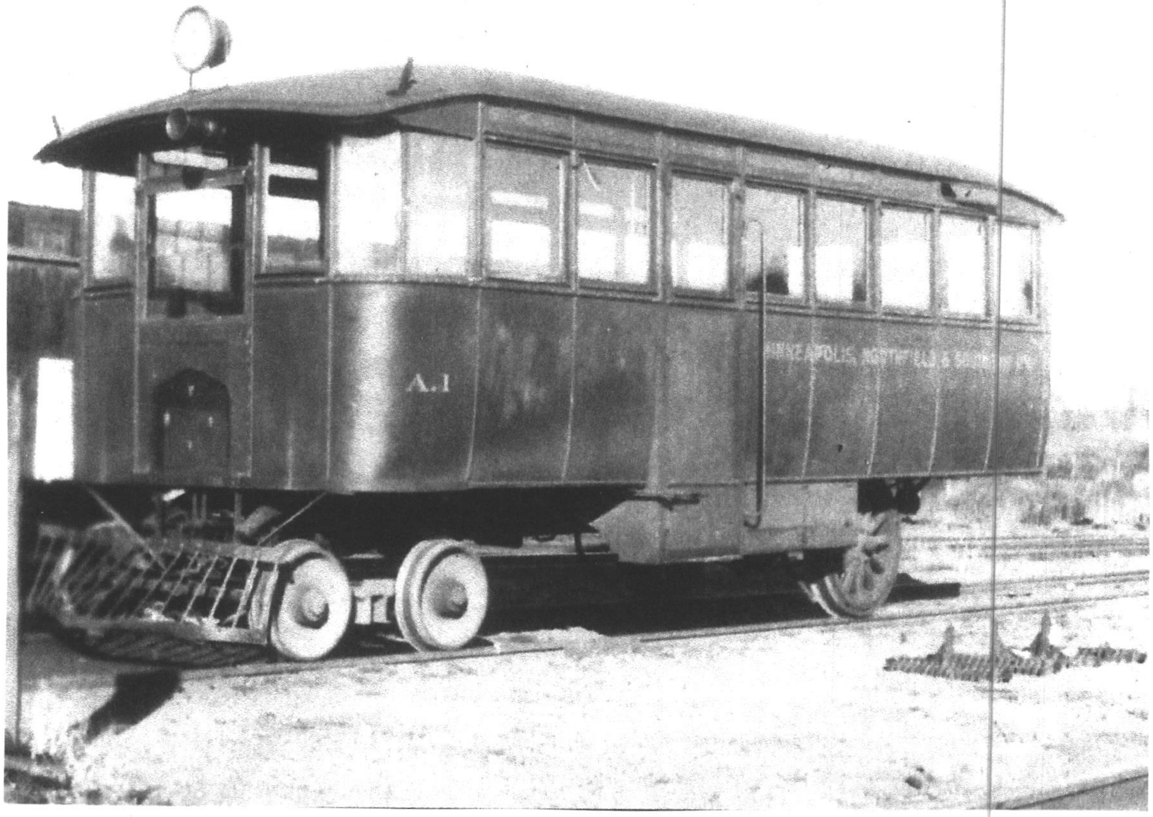




#15 1920 & IRENE

RAIL BUS

A-1 1918 White Motor Co. standard 2-ton truck chassis equipped 1918 with an Eckland Brothers Co. passenger body. 20' 1" long, center entrance, seated 31 persons, weight 5,000 lbs. Provided shuttle service on the original line from 54th St. and Nicollet Ave. terminal station to Auto Club Junction (1918 to 1921). Sold December 1921 to Midland Continental Railroad, Edgeley, N.D. Retired 1934.



Minneapolis, Northfield and Southern Ry.
MECHANICAL DEPT. EQUIPMENT REGISTER

A1
[illegible]
[illegible]

Date Received	1918
Purchased from	White Garage
Leased from	
New or S. H.	New
Date Built	1918

Retired Dec 1921
Sold to M.C. RR. Co.

Sold to M. C. R.R. Dec. 1921
Kind of Car Gasoline
Builder (White Motor Co.
(Eklund Bros. Mpls.

Capacity 31 passengers
Weight 5,000
Purchased f.o.b. and received Mpls.
Price f.o.b. pt. $6,085.00
Additions etc. $1,606.00
Total Cost $7,691.00
Length over end sills 20'-1"
Underframe Steel
Superstructure Wood
Type Standard 2 ton Chassis
Wheel Diameter: Drive 33"
Trail 20"
Heat from exhaust
Car body mounted on White Two Ton truck.
Wheels, total number; 6

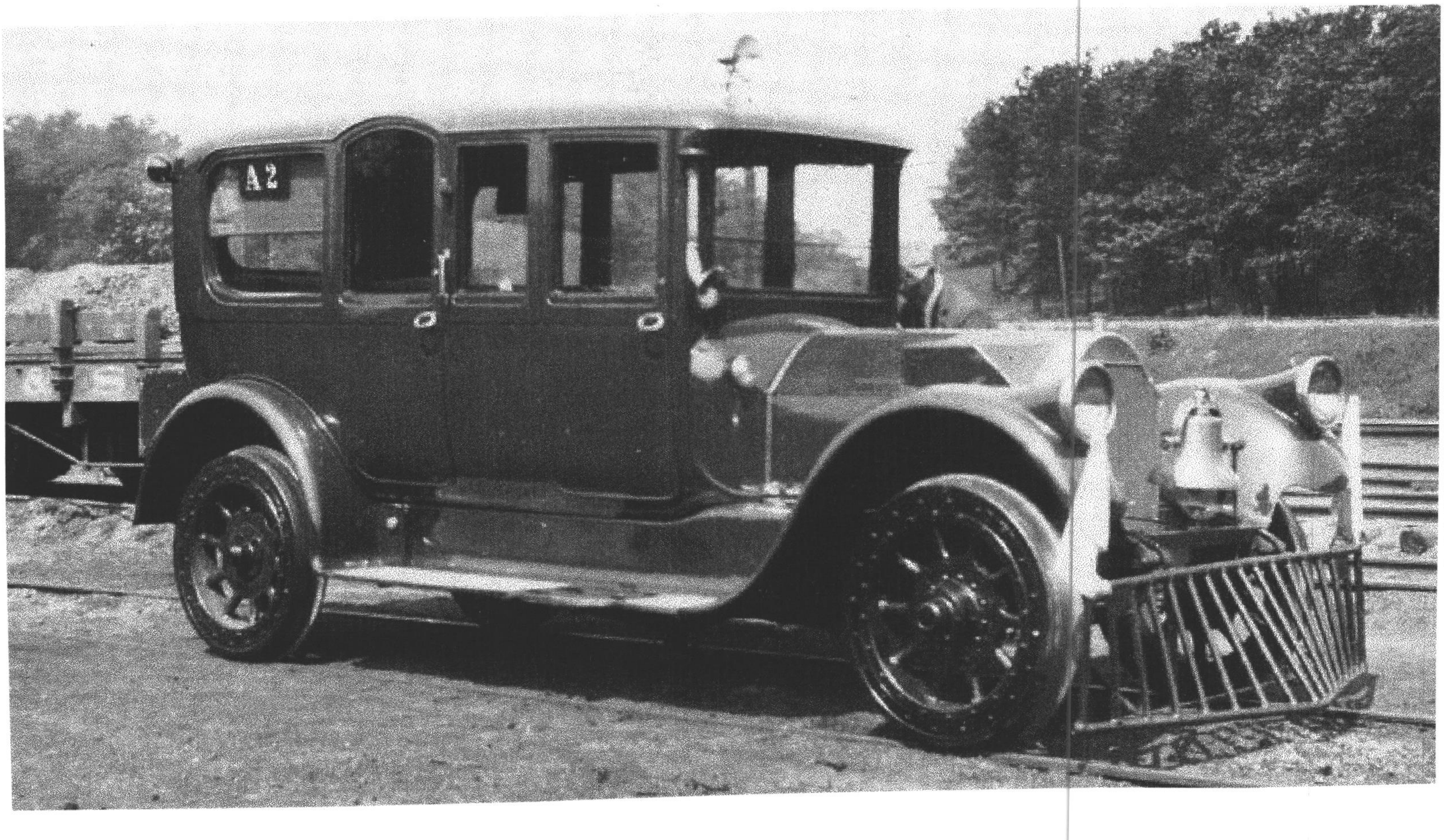
INSPECTION CARS

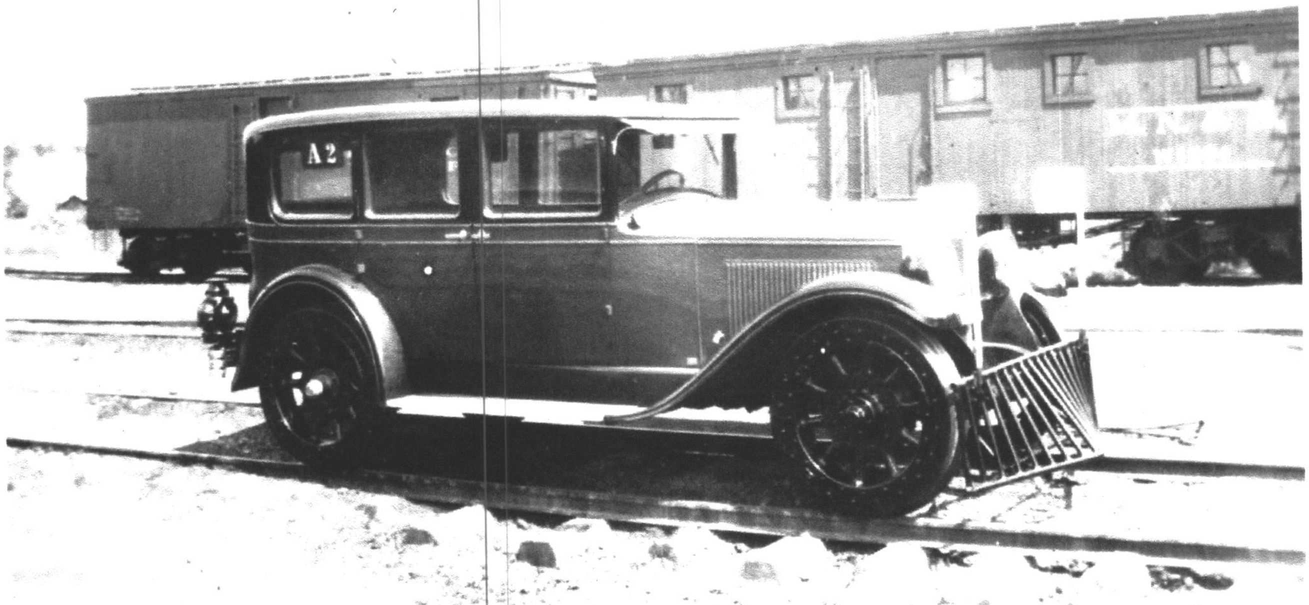
A-2 1928 Pierce-Arrow Model 51 four-door sedan, 7-passenger capacity. Pierce-Arrow was the biggest and heaviest made in those days. It was Win Stephens' idea to use on for inspecting the railroad. One was Purchased and equipped with solid axles, flanged wheels, air brakes, air horn and bell. "It worked like a charm and was given a lot of use." Shop Order 73 June 1928. Length 18'6", width 5'9", weight 8,100 lbs.

Wrecked December 16, 1928 about 15 miles west of Hutchinson on the Minnesota Western Railroad. A farmer in a Ford coupe crossed the track in front of them without looking. They hit him broadside. The farmer's auto was pushed off the track and overturned. The farmer-driver was hospitalized with serious injuries; his wife and two children escaped injury. A-2 derailed and overturnedin the ditch, a total wreck. Pence was taken to a hospital for treatment; the other two passengers escaped with cuts and bruises.

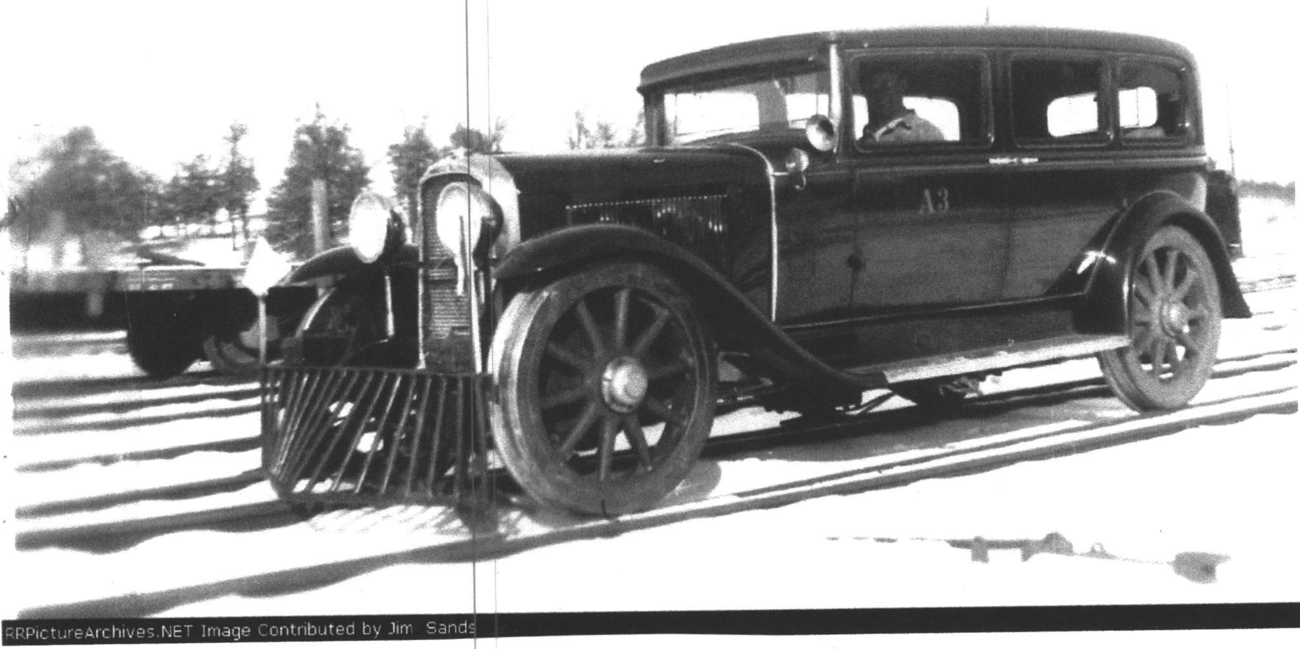
Rebuilt under Shop Order 61 with a 1928 Buick body. Final disposition not mentioned.

A-3 1929 Buick Model 30-60 (Roadmaster). AFE 30-30, Shop Order 85 and AFE 16-32. Completed March 18, 1930. Retired 1947 AFE 26.





2nd A2



RRPictureArchives.NET Image Contributed by Jim Sands

thern Ry
REGISTER

Minneapolis, Northfield and Southern Ry.

MECHANICAL DEPT. EQUIPMENT REGISTER

A5

M.N.&S.

Inspection car

Date Received	June 1928	
Purchased from		
Leased from		
New or S. H.	New	
Date Built	1928	
S.C. 61	Buick body	
S.C. 73	Pierce A. body	Model 51

Built at M.N.& S. Shops

Four door Sedan body

Length	18' 6"	
Width	5' 9"	
Height	7' 3"	
Weight	8100#	
Capacity	7 passenger	

Front Axle special H.T.Steel 3"

" " bearings Timken

Rear Axle Standard Pierce Arrow

Pilot	Steel pipe	
Gasoline Cap.	30 gals.	
Wheels Morand rubber cushion		
Trunk on rear	Lorenz	
Turn table	hand operated	
Headlight	On roof	
Radiator shutter	Moto-gard	
Air compressor	Wab. 6' Cap.	
Air reservoirs	3-7" x 36'	
Drag brake 2 6"	W.A.B. air cyl.	
Bell ringer	High speed	
Air horn	W.A.B Pneuphonic	

Minneapolis, Northfield and Southern Ry.
MECHANICAL DEPT. EQUIPMENT REGISTER

A 3 Insp. Car.
M.N.&S.

Date Received	3-18-30
Purchased from	A.F.E. 30-30
[illegible] from	Shop Orders # 85 & AFE 16-32
New or S. H.	New
Date Built	1930

Built at M.N.&.S. shops
Buick Body Model 1929. 4 Door Sedan
Buick Chassis Model 30-60
Frame # 2415453
Motor # 2583141

Wheels,	4- 36" x 5 1/2" Morand Steel Spokes Rubber Cushion.
Turntable,	Air Operated.
Bell Ringer,	Air operated, Quick Acting Type.
Air Horn	W.A.B. Pneuphonic
Air Compressor,	W.A.B. 6' Cap. # 205481
Brake Chambers,	W.A.B.# 205431 & # 205432
Brake Drums,	4 # 114 F-12
Bearings,	4 Timken, # 6420 cups, # 6461 Cores.

EARLY FREIGHT TRAILERS

BOX CARS

100 MStPR&DET Co. 100 (AC&F 1912). Acquired May 1918. Converted to Bunk Car Nov 1919.
Retired Jun 1926; body to Maint. of Way Dept.

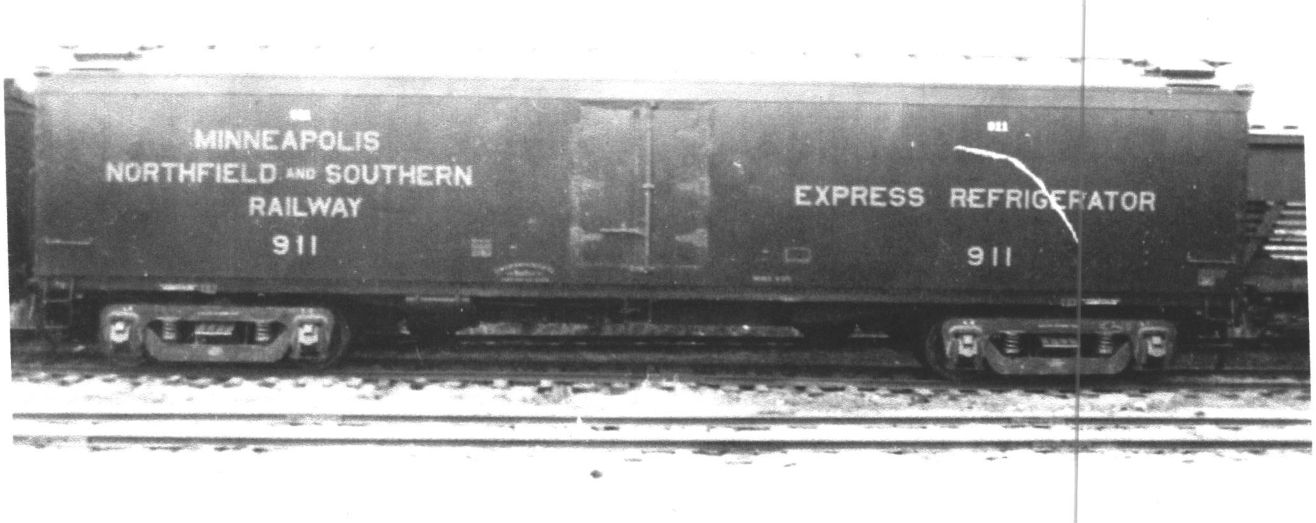
1001,1003 MStPR&DET Co. 1001,1003 (AC&F 1913). Acquired May 1918. 34'8" long.
1001 converted to Bunk Car 256 in 1921. Converted Jun 1937 to linemen's quarters at Glenwood Jct. 1003 Retired in 1921 at 60th St.

1501-1502 MStPR&DET Co. 1501-1502 (built 1912). Acquired May 1918. 45'0" long.
1501 converted to car inspector's workshop at Northfield Dec 1928.
1502 was also listed at Michigan Central Railroad Box Car 1502. Converted 1920 to Bunk Car 1502.
Later (1930) used as a section house at Glenwood Jct.

2501-2510 MStPR&DET Co. 2502,2503,2505,2509,2512,2513,2521,2524,2535,2542 (J.G. Brill Co. 1915)
Acquired May 1918. 38'7" long.
2501 converted to Bridge & Building Dept. Derrick Car W46, Jun 1937. Retired Nov 1958:
11-24-1958 to Wheel Flat Car W55 (37'7" long).
2502 converted to Bridge & Building Dept. Tool Car W47, Jun 1937.
2503 converted to Flat Car 413, Jun 1937.
2504 converted to Flat Car 414 Jun 1937. Renumbered Wheel Flat Car W50.
2505 underframe used for Snow Plow W44 (37'1" long) 10-18-1936.
2506 underframe used for Snow Plow X5 (date ?)
2507,2508 Sold to Minnesota Western Ry. 4-1-1945.
2509 converted to Flat Car W48 (for Cat Tractor) Aug 1937. Sold to Minnesota Western Ry.
2510 Retired (date ?)

701-714 C. P. Mathes Company, received Apr 1921 (34'4" long).

800-809 Quaker Oats Company, received Apr 1921 (40'0" long).



AVERY® PV119ED

EARLY FREIGHT TRAILERS

GONDOLA CAR

101 MStPR&DET Co. 101 Built 1911. Acquired May 1918. (28'0" long). Retired 7-15-1928.

FLAT CARS

503-506,509-512,514-516 MStPR&DET Co. same numbers. General American Car Co. 1912.
503-506 35'0" long. 509-512,514-516 33'10" long.
503 Retired Sep 1928.
504 Retired Oct 1926.
505-506 Retired Dec 1924
509 Retired 12-1-1932.
510 Converted to Snow Plow 510 8-1-1927. Retired prior to 1932.
511 Retired 1921.
512 Retired Jun 1919.
514 Converted to Tool Car Flat 1920. Retired Sep 1928; wood cab 14' x 7'8" transferred to Flat Car 357 (Tool Car W41).
515 Retired Dec 1924.
516 Retired 1921.

401 Acquired Sep 1928 from Soo Line Railroad. (40'0" long). Converted to Tool Car W43 Sep 1930.

PENCE AUTOMOBILE COMPANY CONTRACT
4-17-1926

Contract for the purchase of 40 Flat Cars. 10 cars remained as Flat Cars 350-359 while 30 cars were converted to Ballast Cars (low-side Gondola) 520-549 during May 1926.

350-359 Built 1902 for Wheeling & Lake Erie Railroad, received May 1926. (36'5" long)
Ex 606,604,596,536,572,564,592,599,534,527.

520-549 Built 1902 for Wheeling & Lake Erie Railroad, received May 1926. (36'5" long)
Ex 558,553,586,543,574,526,546,570,510,580,503,582,579,550,569,501,508,523,585,559,598,565,502, 525,566,514,517,563,595,575.

Automobile Box Cars 609-610 (Pence Automobile Co. numbers) Built 1902; received May 1926. (41'6" long.)

BOX CARS DAMAGED IN WRECKS
CONVERTED TO FLAT CARS

Damaged on Minnesota Western Railway 1-9-1938:
420 NP Box Car 39725 acquired 3-24-1938.
421 GN Box Car 27018 acquired 4-5-1938.
422 MILW Box Cr 201501 acquired 5-11-1938.

Damaged on MN&S Railway 6-5-1938:
423 NYC Box Car 153728 acquired 5-25-1939.

AVERY® POLY VU

BUSINESS CARS

"GOPHER"

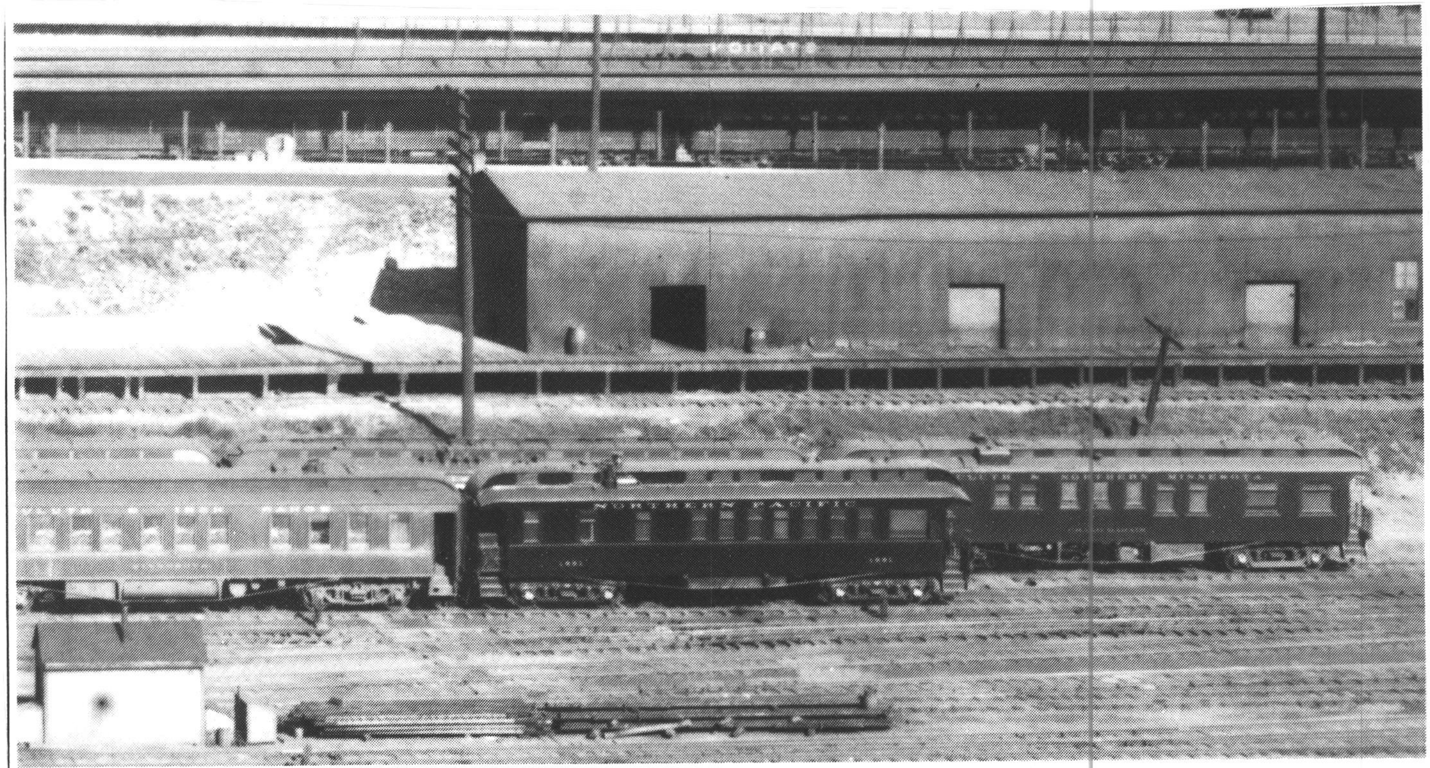
This car was the "Grand Marais" built by Barney & Smith Car Company, Dayton, Ohio, apparently under Lot Number 2352 as this number has been found inside the car. A book about the history of the Barney & Smith Car Co. reports the car as built in 1906 for the Duluth & Northern Minnesota Ry. This is incorrect. The car was originally built for Alger, Smith & Company, and used by John Millen, general manager of logging and lumbering operations for General Russell A. Alger. Named for the location of the sawmill on the Manistique Railway, a logging railroad of the Manistique Lumber Co. in Michigan, owned by Alger, Smith & Company.

Northern Pacific Ry. records provide a clue as to the date of Lot No. 2352.

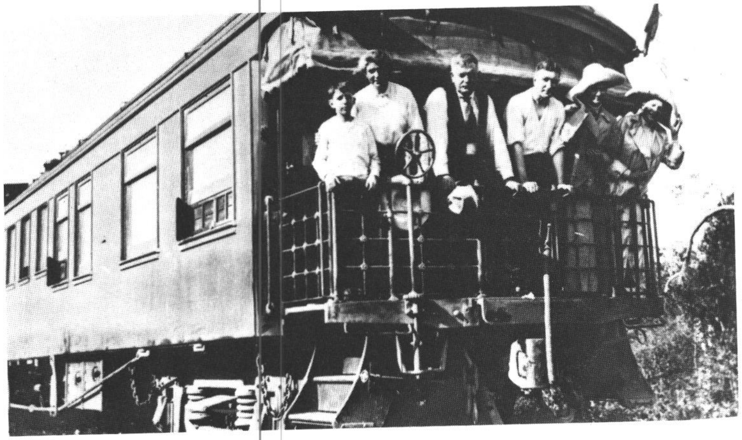
RPO cars 73-82	Lot No. 1872	January 1903.
Baggage-Smoker Cars 454-459	Lot No. 2332	July 1907.
Mail Cars 83-84	Lot No 2335	1907.

The segment of the Manistique Railway from Seney to Grand Marais was abandoned in 1910. When no buyer could be found, most of the rails and equipment was transferred to the Duluth & Northern Minnesota Ry. at Knife River, Minnesota, another logging railroad owned by Alger, Smith & Company. John Millen was general manager of the DM&N Ry. John Millen died in 1916. The D&NM Ry. ceased operations in 1921. Part was abandoned and part sold to other interests. Alger, Smith & Company instead invested in Alabama and Florida timberlands and the Detroit automobile industry.

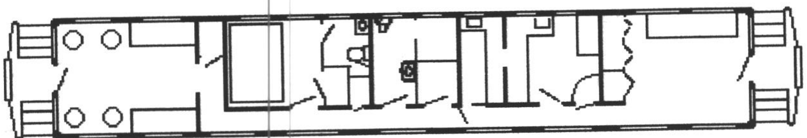
While on a business trip to Green Bay, Wisconsin, in 1925 Win Stephens noticed a business car in the GB&W Ry. yard. It caught his imagination and inquiry of the owner revealed the car was being used very little and they would be willing to sell. Price agreement was reached and the car became the property of the MN&S Ry. in November 1925.



Duluth & Iron Range "Minnesota" and Northern Pacific 1991 partially obscure Duluth & Northern Minnesota office car "Grand Marais" (far right) near Duluth Union Depot, 1915.



Business car *Grand Marais* of the D&NM was photographed on the Florida East Coast Railway's Key West Extension during 1912. Posing on the platform is President and General Manager John Millen (third from the left). The car was originally used on Alger-Smith's Manistique Railway in Michigan. — JOHN A. STEPHENSON, JR. COLLECTION

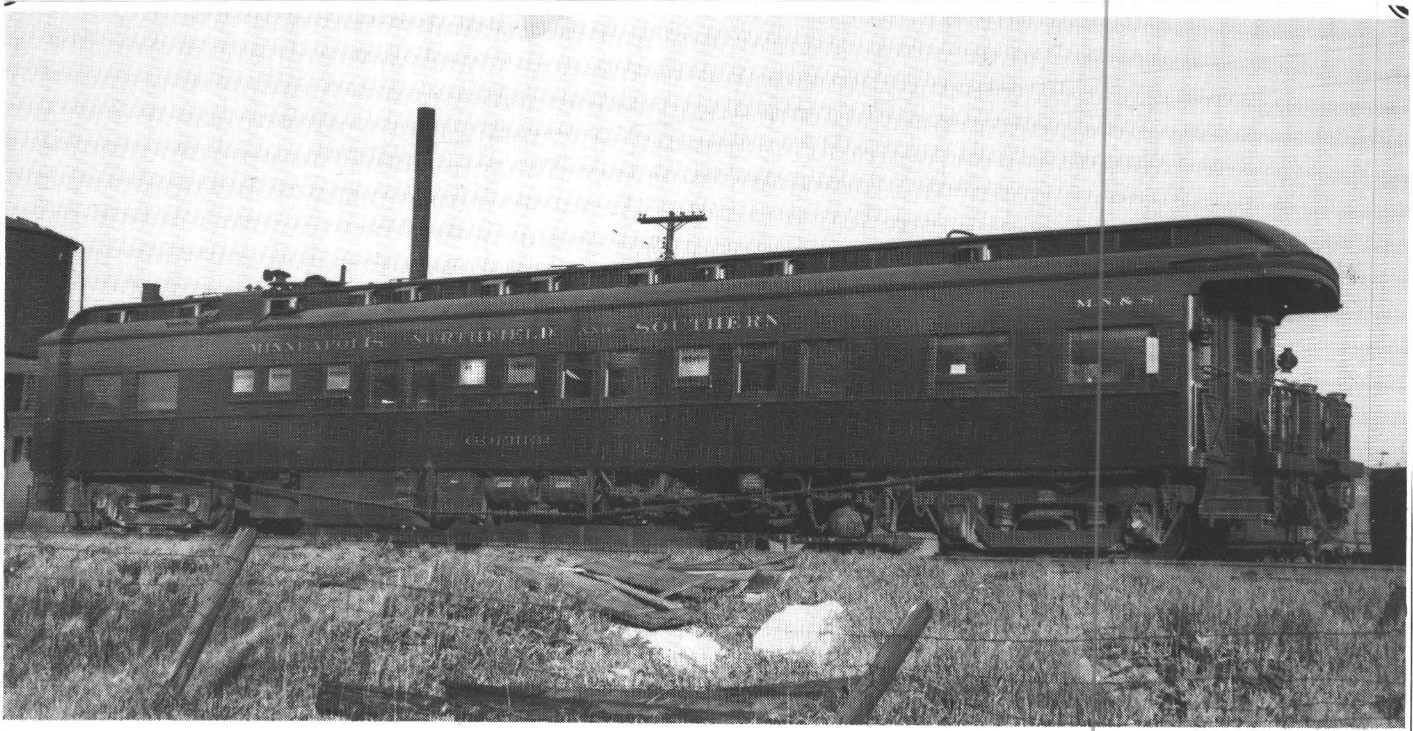


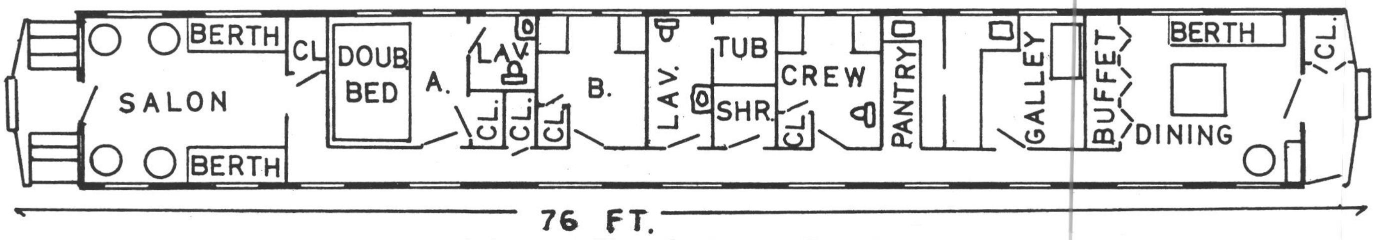
Artist's conception of *Grand Marais* as built
Rooms from L to R: Lounge, Stateroom, Toilet, Pantry, Kitchen, Dining

"Grand Marais" was a sixty foot long wooden car. The floor plan is based on differences in the woodwork inside the car, more modern bunks in two rooms, and traces of exterior paint visible from above the head-end vestibule, as well as photographs. The interior was oak and mahogany, with clerestory windows and a light-green ceiling. The wood had inlaid borders and the ceiling was trimmed in gold.

Stephens made several trips aboard the car. While it was not in bad condition (it had been refurbished by the M&StL Ry. December 1924), he decided to rebuild it, making a luxury car out of it. The Great Northern Ry. had undertaken a program of strengthening wood underframe cars with steel underframes during 1926-1927 and early 1928 at the Jackson St. Shops in St.Paul. The carbody was set on a steel underframe, without alteration. The ready-made conversion underframes were purchased from Commonwealth Steel Company. Number 12 steel sheets were screwed to the wood sides with large round-head wood screws exactly located to simulate rivets. The screw slots were filled with putty. "Grand Marais" was sent to the Jackson St. Shops for the winter of 1926-1927. The car was lengthened by about seventeen feet (adding a second stateroom and a crew room), fitted with a Commonwealth Steel Co. steel underframe (the casting is stamped with a date of May 1926), enclosed the head-end vestibule, wired it for electric lighting, and steel-plated the wood sides. The finished car was renamed "Gopher".

	1924	1926
Length over end sills	52-8	68-0
Length over all	60-0	77-2


MINNEAPOLIS NORTHFIELD AND SOUTHERN
M.N.&S.
GOPHER


BERTH
SALON
BERTH
CL
DOUB BED
A.
LAV.
CL.
CL.
CL.
B.
LAV.
TUB
SHR.
CREW
CL.
PANTRY
GALLEY
BUFFET
BERTH
DINING
CL.
76 FT.

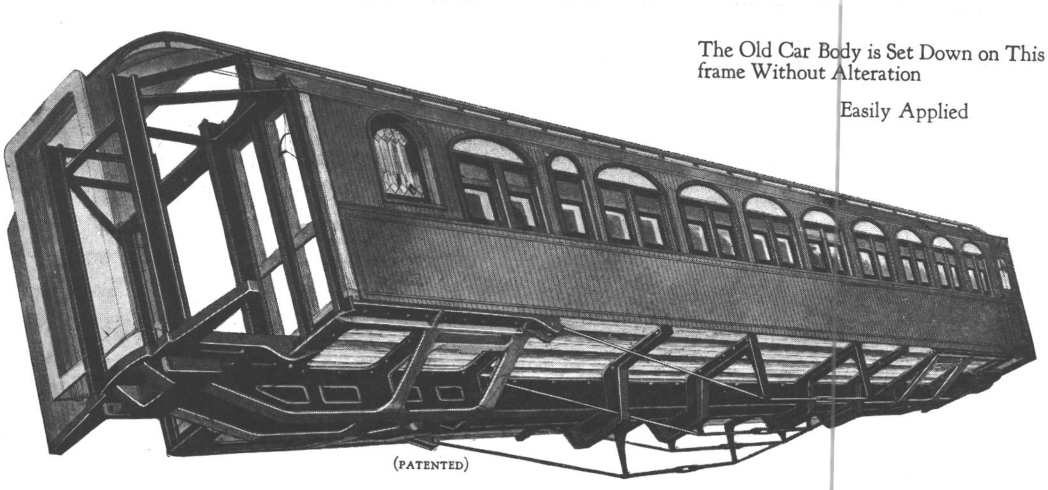
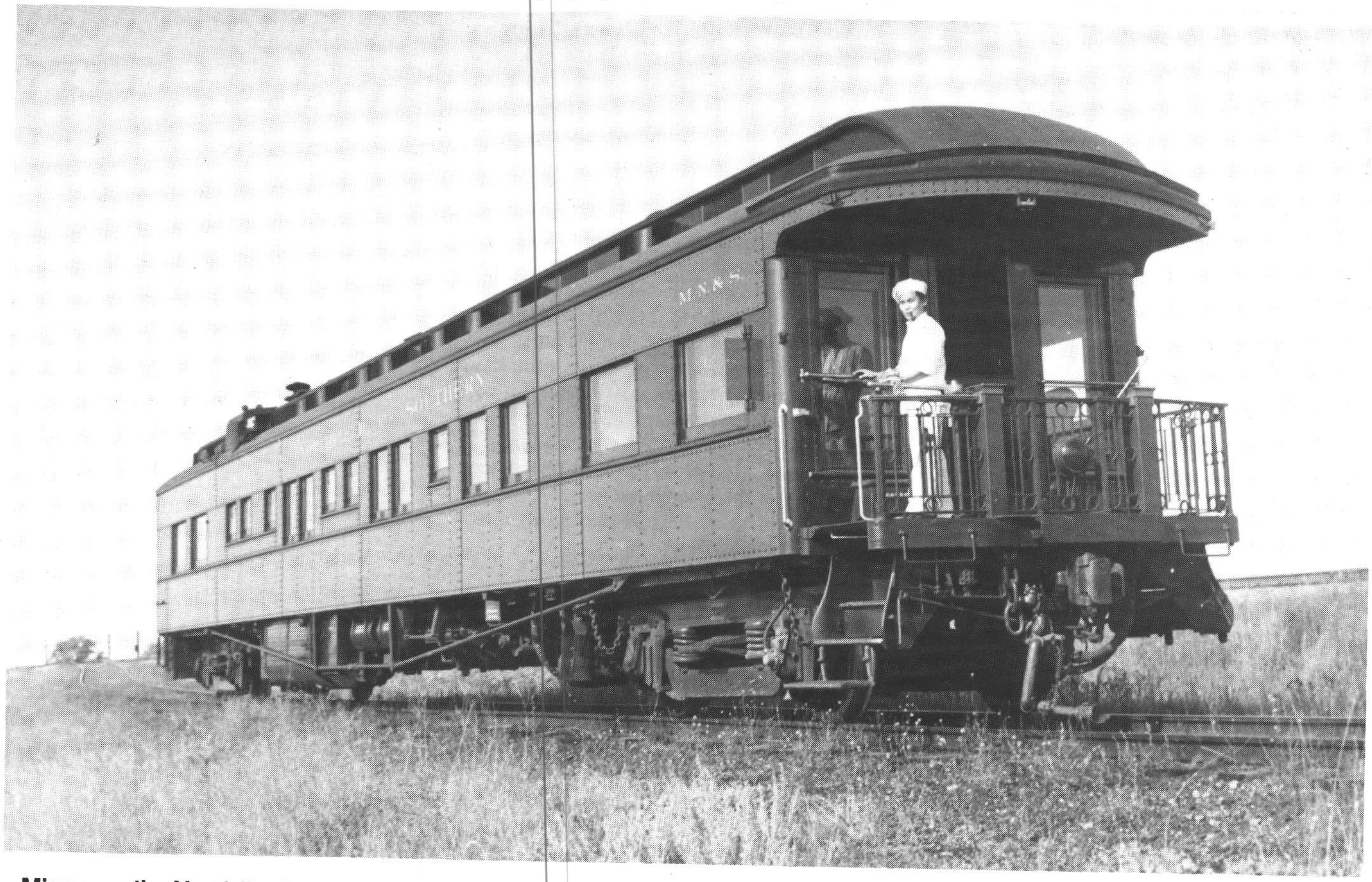

Protects Life and Property
Can Also be Arranged for Fishbelly Sills
It Fits Wooden Cars for Equal Service with Steel Cars
The Old Car Body is Set Down on This Under frame Without Alteration
Easily Applied
(PATENTED)

Figure 2.33 Thousands of late-model wooden cars were salvaged for extra years of service by the application of steel underframes.

MANUFACTURED BY
COMMONWEALTH STEEL CO.



Minneapolis, Northfield & Southern business car "Gopher," nee-Alger, Smith Lumber "Grand Marais," holds siding at Towner, ND, on Great Northern mainline near Minot, 1947. Occasion was a hunting party organized by Win Stephens Sr. Win Stephens Family Collection.

Business trips were made to New Orleans and the West coast. Fishing and hunting trips to northern Minnesota and the Dakotas were often made. Upland game was hunted in the Dakotas (pheasants, grouse and prairie chickens). A Pullman sleeping car was often attached for additional sleeping capacity. The car was used on many railroads other than the MN&S. About the last long trip made with the car was the final dealers' trip to New Orleans sponsored by the Pence Automobile Company.

"Gopher" was used by the MN&S as the road's business car until retired from active service in 1956. It was then moved to lakeshore property on Leech Lake at Walker, Minnesota, for use as a fishing lodge for company officials and their guests. It was heated, protected and preserved in near original condition. Some years later the trucks and underbody equipment were removed and scrapped, the carbody being set on a concrete block foundation. The car became the property of the Soo Line Railroad when it acquired the MN&S Ry. in 1982. The car was donated by the Soo Line to the Minnesota Transportation Museum in 1983.

Form 186

Minneapolis, Northfield and Southern Ry.

MECHANICAL DEPT. EQUIPMENT REGISTER

Gopher

M.N.&S.

Private car

WT- 147000 LBS

Date Received	Nov. 1925
Purchased from	J.S. Jones
Leased from	Menomonee
New or S. H.	S.H.
Date Built	No record
Rebuilt	M.&St.L. Ry.1924
Rebuilt	G.N.Ry. 1926
Lgt. inside	67' 2"
Width "	8' 8"
Height "	8' 11"
Lgt. ovr end Sill	68' 0"
Lgt. ovr Buffers	75' 4"
Length Over All	77' 2"
Width Ovr Shtng	9' 11"
Hgt. top platfm	4' 3"
" to Eaves	11' 4"
" top of Roof	13' 9"
" Over All	14' 10"
Journals	5½" x 10"
Wheels	36" Steel
Draw bars	Major 5x7x9 1/8
Drawbars	Bottom lock
Brake cylinders	2 - 16" x 12"
Triple. valve 2	L2
Trucks	4W-Commonwealth
C. to C. Wheels	8' 0"
Draft gear	Miner friction
Batteries	Willard 15 cell
Batteries	2 sets as above
Generator	E.S.B. Co. (Electric Storage Bat. Co)
Draft Sills	10" H. beams
Truss rods 4	2" diam.

Car ends	Commonwealth
Heater	Baker hot wtr
Steam heat	Vacuum C.H.C.
Weather strip.	Chamberland
Doors end 2	27" x 6'6"
Doors side 1	24" x 5'9"
Windows 30	Double plate
Floor	Double-wood
Apartments 8	
(Lounge) (2 staterooms)	
(Toilet) (Pantry) (Kitchen)	
(Crew's room) (Dining room)	
Ice boxes (kitchen and ding rm.)	
Lighting set	Home light
2 h.p. 1500 Watts 32 Volts	
Fans 11	Misc.
Diaphragms 1	Morton
Radio 1 Telephone 1	
Shower bath 1 Tub bath 1	
Water Cap.	400 gals
Single beds 7 Double 1	
Beds crew 2	
Speed recorder	Boyer
Weight 147,000 lbs.	
" TRUCKS- 15000 "	

AVERY® PV119ED

Southern

REGISTE

Minneapolis, Northfield and Southern Ry.

MECHANICAL DEPT. EQUIPMENT REGISTER

Gopher

M.N.&S.

Private Car

Date Received	Nov. 1925	Triple Westinghouse	P.2
Purchased from	J.S. Jones	Trucks	4 wheeled
Leased from	Menomonee	Make	Commonwealth
New or S. H.	S.H.	Wheel center on truck	8'0"
Date Built	No record	Draft Gear	Westinghouse
Built by	Barney & Smith	Batteries 2 sets Willard multiple 16 cell each	
Rebuilt by	M.&St.L.Ry.1924	Generator	4 light. set
To M&St.L.Ry.	Oct 21, 1924	Generator	Elec.StorageCo
Back " "	Dec 12, 1924	Valve	High speed reducing
Inside Length	51' 8"	Sills	Wood
Width Inside	8' 9"		
Height	8' 11"		
Lgt.ovr end Sill	52' 8"		
" over all	60' 0"		
Lgt.center to ctr.draw bars	59' 8"		
Width overall	9' 11"		
Hgt.top platfrm	4' 5"		
" to Eaves	11' 4"		
Lgt.ovr pltfrm Sills	56' 0"		
Hgt.top of Roof	13' 9"		
" top wiring conduit	14' 1"		
" Over all	14' 10"		
Journals	5 x 9 inches		
Wheels	36" Steel		
Drawbar	5" x 5"	Car rebuilt by G.N.Ry and	
Knuckle	12"Btm.Lock Lift	changed as per sheet following	
Brake Cylinder	12" x 12"		
Weight	98100 lbs		
Weight Truck	14400 lbs		

See next sheet
of changes make
by Gt. Northern
Rwy

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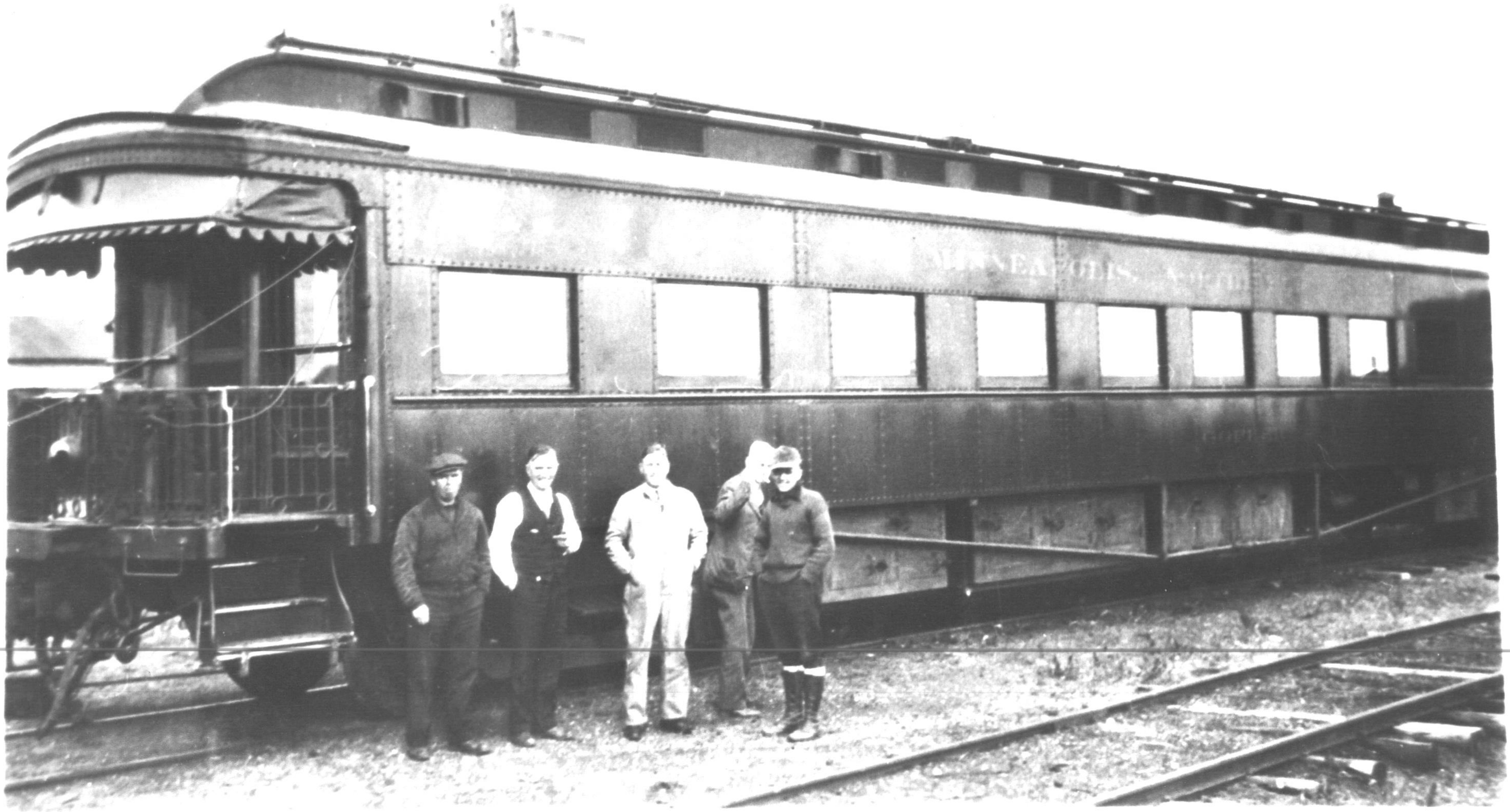
PV119ED


MINNEAPOLIS,

"PHEASANT"

One day Win Stephens showed "GOPHER" to Harry Pence. Pence was impressed and determined to get a private car for himself. He contracted at once for the construction of a similar car, larger and completely luxurious. A Great Northern Ry. observation car, either #1114 or a sister car, built in 1910 by Barney & Smith Car Co., had been remodeled in 1916 and re-numbered 9020. During November, 1926, the car was rebuilt by the GN Ry. into a business car for the MN&S Ry. and given the name "PHEASANT".

The car had four staterooms, an observation-lounge room, a dining room, kitchen, pantry, bath and servant's room. Each room had its own color scheme. The observation-lounge was painted jade green and featured hand-painted pictures of pheasants resting in tree branches. The primary use of the car seems to have been the Pence family travels to and from their winter residence in Daytona Beach, Florida.

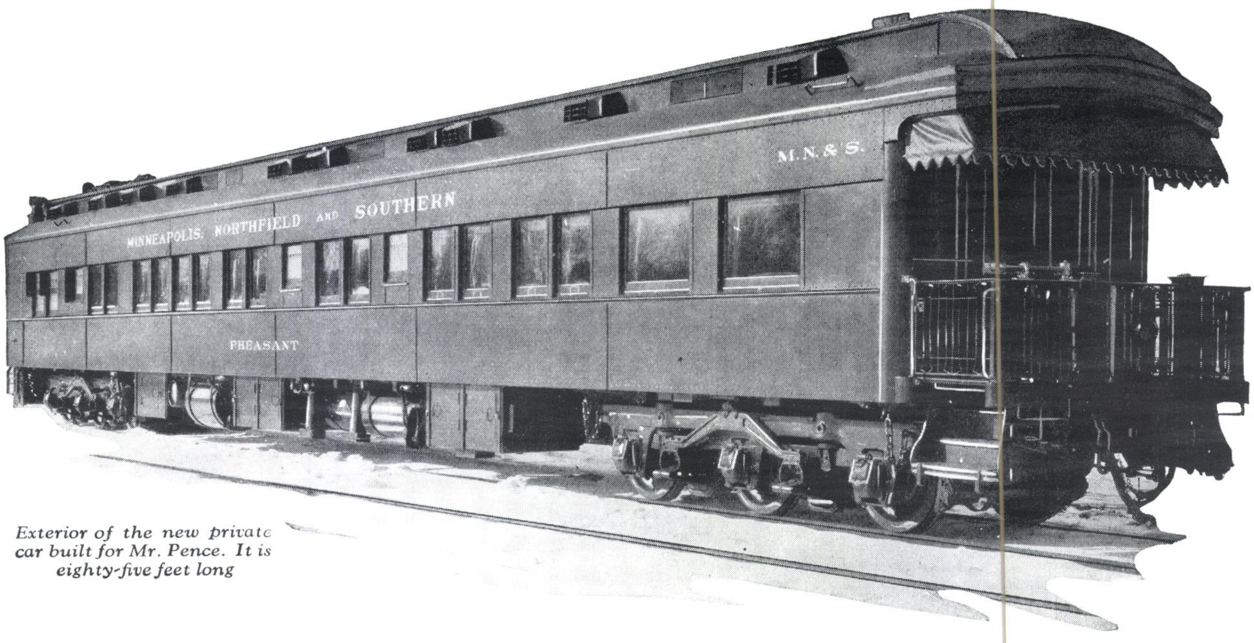
The board of directors of General Motors Corp. came to Minneapolis one summer (1930?) during the time GMC was in the process of eliminating distributors. They had arrived in two private Pullman cars. Pence was considering getting out of the automobile business and showed "PHEASANT" to the GMC board. Alfred P. Sloan, Jr., president of GMC, said he would like to buy the car if it was for sale. Pence agreed to sell the car to Sloan for $86,000.

About ten years later, knowing sentiment was beginning to make itself manifest against the use of private railroad cars, and also due to the increasing convenience of improved roads, autos, and air travel, Sloan decided to sell "PHEASANT". Stephens was on a trip to New York City where Sloan informed him the car was for sale. Stephens told Charles Denny, president of the Northern Pacific Ry., who inspected the car, then had the N.P. Ry. purchase the car from GMC for $14,000 in November, 1940.

The NP Ry. re-numbered the car 2nd Number 3 in April, 1942, and also installed air conditioning at that time. The interior was still decorated with the pheasant paintings, until February, 1945, when at President Denny's request they were painted over. The car was used by engineering department survey crews in the Rocky Mountains area, and ended its days as a superintendent's car in the west. It was placed in storage at the Como shops, St.Paul, during 1950. It was listed in NP's records as dismantled during October, 1957. However the body was purchased by M. J. Galvin, Sr., in the spring of 1958 or 1959 and moved to Spring Lake on the Mississippi River near Hastings and set on a foundation of piers. By February, 1984, it had been vandalized and was in a dilapidated condition. It was stripped of usable parts by the Minnesota Transportation Museum in 1985, then destroyed by the owners.

MTM "MINNEGAZETTE" Articles

There are illustrated articles on "GOPHER" and "PHEASANT" in these issues: May-June 1985, July-August 1986, September-October 1986 and July-August 1987.


MINNEAPOLIS, NORTHFIELD AND SOUTHERN
M.N.& S.
PHEASANT

Exterior of the new private car built for Mr. Pence. It is eighty-five feet long

IT'S ALWAYS FAIR WEATHER

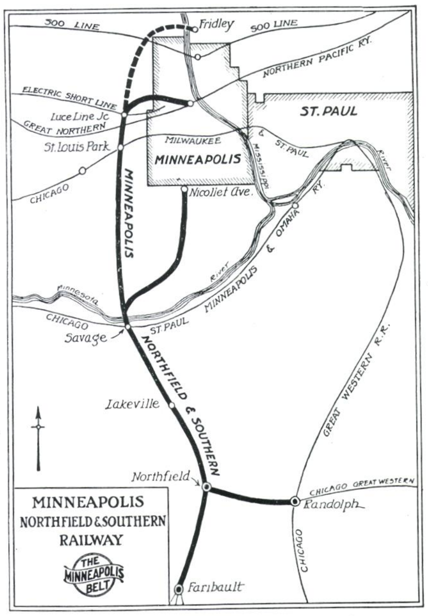
At least, that's how you feel aboard the "Pheasant," a self-contained and self-functioning home on wheels

NOW let's have it out with our secret wishes regarding private cars and, for a few minutes, be imaginary guests aboard the new railway home of Harry E. Pence, president of the Minneapolis, Northfield and Southern Railway, and a regular commuter between Minneapolis and Daytona Beach, Florida.

We are on the "Pheasant," one of the finest private coaches ever built. Within are four staterooms, a spacious lounge room, a dining room, pantry, kitchen, bath, and servants' quarters. In the short time we have, however, we cannot see everything—so let's inspect just one or two rooms.

From the observation platform we enter the lounge. It is a colorful room done in jade green Duco, save for the ceiling, which is in a parchment tint. The walls carry the pheasant motif in a pleasing manner. We see thick rugs, bronze lighting fixtures, deep roomy chairs of Duco-finished walnut, upholstered in mohair. Everything seems soft and "homey." It is a place where one can smoke and read and sprawl to his heart's content.

The staterooms are individual in color schemes and draperies. In the nearest one, we find a roomy bed and an auxiliary fold-in berth; a chair, a dresser, three mirrors—one of them full-length; easy access to a combination tub and shower bath; a five-drawer locker with plenty of hangers; dome, side and reading lamps and a thermos bottle. All in one room—but it doesn't look crowded.


500 LINE
Fridley
500 LINE
NORTHERN PACIFIC RY.
ELECTRIC SHORT LINE
Luce Line Jc
GREAT NORTHERN
ST. PAUL
MILWAUKEE
St. Louis Park
MINNEAPOLIS
MISSISSIPPI
& ST. PAUL
River
CHICAGO
Nicollet Ave.
RY.
OMAHA
&
MINNEAPOLIS
Minnesota
River
CHICAGO
Savage
ST. PAUL
NORTHFIELD & SOUTHERN
GREAT WESTERN R.R.
Lakeville
Northfield
CHICAGO GREAT WESTERN
Randolph
CHICAGO
Faribault
MINNEAPOLIS
NORTHFIELD & SOUTHERN
RAILWAY
THE MINNEAPOLIS BELT

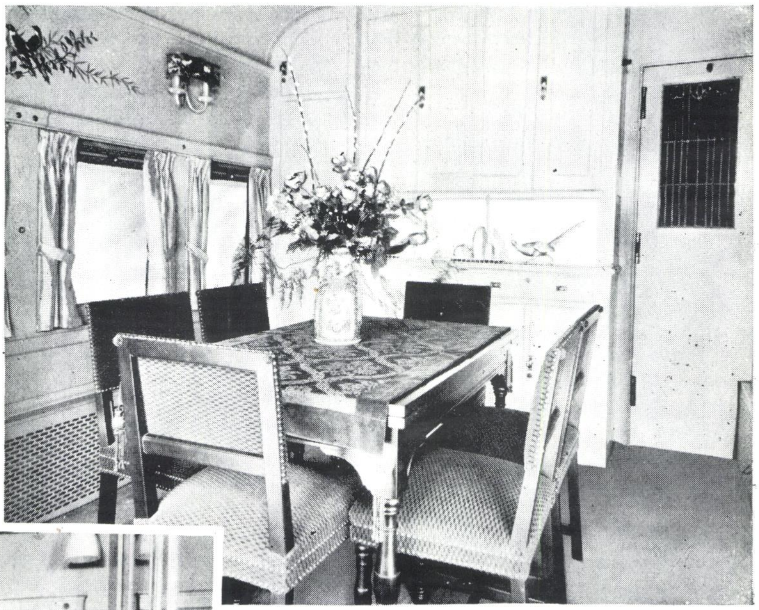
The M. N. & S., 123 miles long, will eventually encircle the Twin Cities to relieve freight congestion

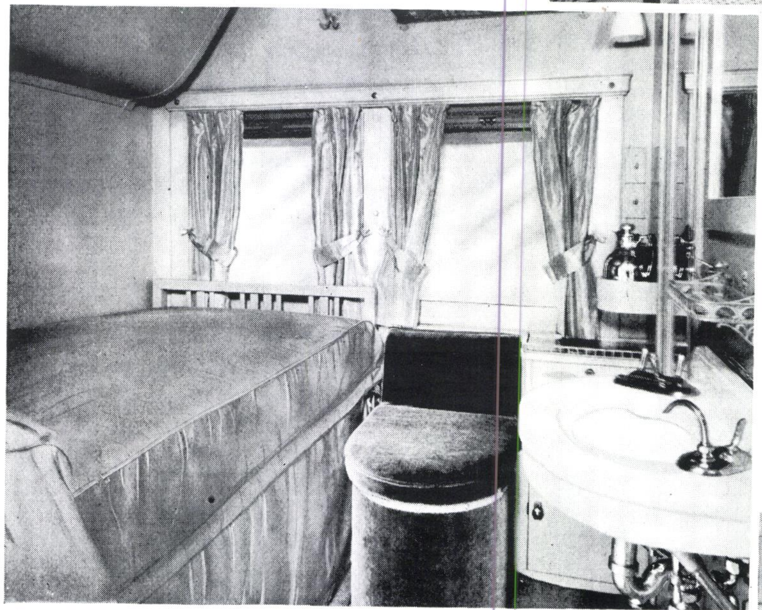
Compactness, efficiency and beauty characterize the "Pheasant." We note, too, that the new Pence "home" is finished inside and out with Duco.

While strolling in and around the "Pheasant," other things attract our attention—a radio, for instance; an electric ice box and oil-burning kitchen stove; a vapor heating system; attachments for city telephone circuits, immense storage batteries, water tanks holding 600 gallons—and, by all means, the ship's bell clock in the lounge room!

Our time is up now and the imaginary visit ends. There may be another chance to see this car, however, for the owner and his family are now traveling through the South and West aboard the "Pheasant" and some of you may enjoy a visit in fact, not in fancy, before they return to Minneapolis.

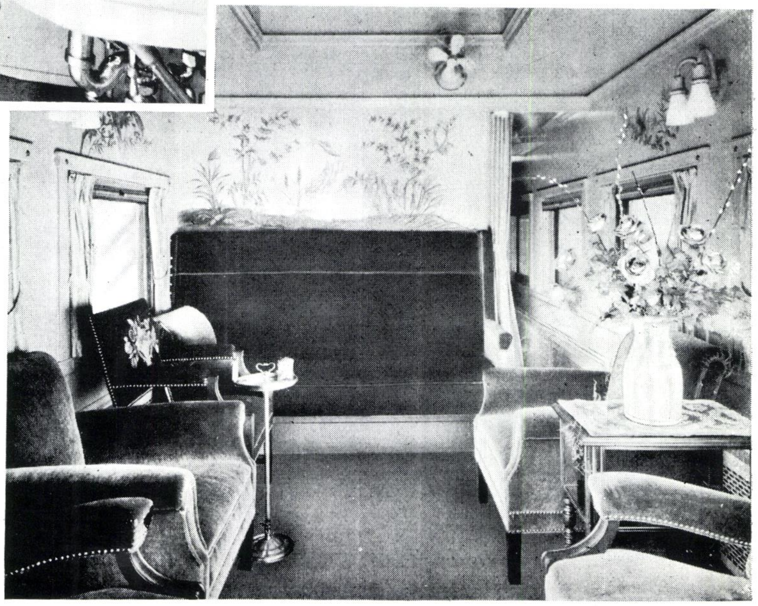
The dining room aboard the "Pheasant" is finished in cheerful color tones and is handsomely appointed





Left—Every available inch of space has been utilized in outfitting this stateroom without giving it a jumbled appearance

Right—Looking forward through the car. This lounge actually includes almost all of the comforts of home



outhern Ry

REGISTER

Minneapolis, Northfield and Southern Ry.

MECHANICAL DEPT. EQUIPMENT REGISTER

Pheasant

M.N.&S.

Private Car

Date Received July 13, 1926

Purchased from G.N.Ry.

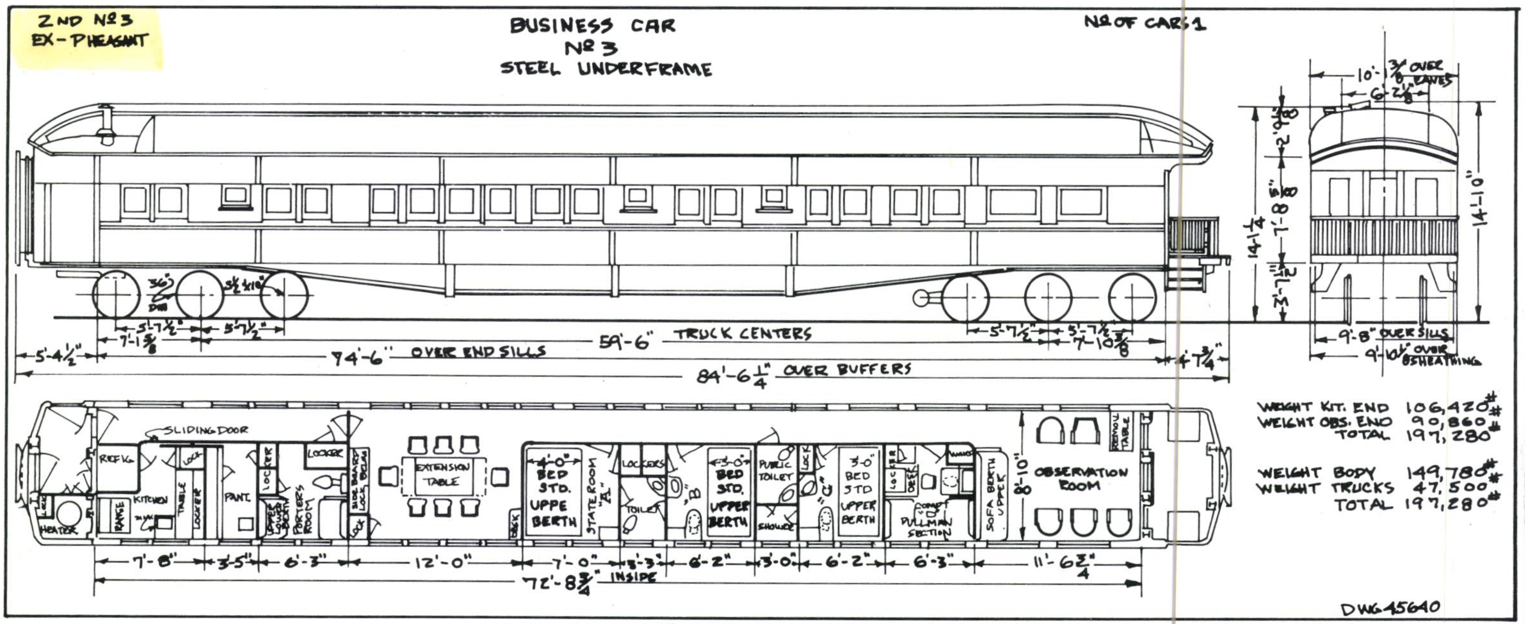
Leased from

New or S. H. New

Date Built

Retired Sold

Car sold to Mr. Sloan of Gen. Motors Co.


2ND No3
EX-PHEASANT
36" DIA
5½ x 10"
5'-7½"
5'-7½"
7'-1⅝
5'-4½"
74'-6" OVER END SILLS
59'-6" TRUCK CENTERS
84'-6¼" OVER BUFFERS
5'-7½"
5'-7½"
7'-10⅜
4'-7¾"
10'-1⅜" OVER EAVES
6'-2⅛"
2'-9⅝"
7'-8⅝"
3'-7½"
14'-1¼
14'-1-0"
9'-8" OVER SILLS
9'-10½" OVER SHEATHING
SLIDING DOOR
REF'G.
HEATER
LOCK
RANGE
KITCHEN
TABLE
LOCKER
LOCK
PANT.
LOCKER
UPPER LOWER BERTH
PORTER'S ROOM
LOCKER
SIDE BOARD LOCK BELOW
LOCK
EXTENSION TABLE
DESK
4'-0"
BED STD.
UPPE BERTH
STATE ROOM "A"
LOCKERS
TOILET
"B"
3'-0"
BED STD.
UPPER BERTH
PUBLIC TOILET
SHOWER
LOCK
"C"
3'-0"
BED STD
UPPER BERTH
LOCKER
DESK
WASH
COMPT "D"
PULLMAN SECTION
SOFA BERTH UPPER
8'-10"
OBSERVATION ROOM
REMOV. TABLE
7'-8"
3'-5"
6'-3"
12'-0"
7'-0"
3'-3"
6'-2"
3'-0"
6'-2"
6'-3"
11'-6¾"
72'-8¾" INSIDE

BUSINESS CAR
No 3
STEEL UNDERFRAME

No OF CARS 1

WEIGHT KIT. END	106,420#
WEIGHT OBS. END	90,860#
TOTAL	197,280#
WEIGHT BODY	149,780#
WEIGHT TRUCKS	47,500#
TOTAL	197,280#

DWG 45640

Number	Type	Builder	Date Built	Builder's Number	Cylinder Size	DriveWheel Diameter	Boiler Pressure	Tractive Effort
1	2-6-0	Baldwin	1889		18x24	60	150	16300
100	2-6-0	Porter	7-1920	6516	21x26	53	180	31213
101	2-6-0	Porter	7-1920	6517	21x26	53	180	31213
200	2-6-0	Porter	9-1914	5602	18x24	51	175	23790
300	2-6-2	ALCo	11-1906	40884	21x28	63	200	33300
301	2-6-2	ALCo	12-1906	40889	21x28	63	200	33300
302	2-6-2	ALCo	Feb 5-1906	39509	21x28	63	200	33300
400	2-8-0	Pittsburgh	? 1907	42282	23x28	56	190	42716
401	2-8-0	Pittsburgh	1907	42283	23x28	56	190	42716
402	2-8-0	Pittsburgh	1905	30732	23x28	56	190	42716
403	2-8-0	Pittsburgh	1905	31233	23x28	56	190	42716
404	2-8-0	Pittsburgh	1905	31236	23x28	56	190	42716
405	2-8-0	Pittsburgh	1907	42275	23x28	56	190	42716
500	2-10-0	Brooks	12-1917	58694	25x28	52	180	50500
501	2-10-0	Brooks	12-1917	58695	25x28	52	180	50500
502	2-10-0	Brooks	12-1917	58683	25x28	52	180	50500
503	2-10-0	Schenectady	3-1918	58895	25x28	52	180	50500
504	2-10-0	Schenectady	3-1918	58910	25x28	52	180	50500
505	2-10-0	Dunkirk	2-1918	58891	25x28	52	180	50500
506 1st	2-10-0	Dunkirk	3 2 2-1918	?	25x28	52	180	50500
506 2nd	2-10-0	Baldwin	1944	?				
507	2-10-0	Brooks	3-1918	?	25x28	52	180	50500

(1) 500-504 acquired through Birmingham Rail & Locomotive Company.

(2) 500 USRA 1066
501 USRA 1067
502 USRA 1068
503 USRA 1081
504 USRA 1096
505 USRA 1077
1st 506 USRA 1125
507 USRA 1157

(3) Reported as purchased for parts. Another source: it was in such poor condition that it could only be used around the shops.

(4) Built to USSR 5'0" gauge. Ea2379 was damaged (a) while being loaded at a Seattle dock (dropped by a crane); or (b) fell off a flat car in Montana during shipment over the Great Northern Ry. MN&S shops repaired the damage; replaced the European spring buffers and hook and chain couplings, and applied extra wide tires to compensate for the 5'0' gauge.

Engine Weight	Retired	Scrapped	Sold	Notes
135000	8-27-20			Acq 1918 from A. G. Guthrie Co.
282000	11-1950			
282000	10-31-46			
193000	12-1-31			Acq 8-18 from MStPR&DETrCo
353000	12-1-32			NP Ry 2354 Acq 8-12-1925
353000	12-1-32			NP Ry 2359 Acq 6-13-1925
353000	12-1-32			NP Ry 2301 Acq 12-12-1925
333000	12-1-32			DM&N Ry 344 Acq 10-1927
333000			7-1936	DM&N Ry 345 Acq 10-1927
				Sold to General Metals & Iron Co.
333000			3-31-47	DM&N Ry 321 Acq 2-1928
				Sold to Peoples Iron & Metal Co.
333000	1935			DM&N Ry 326 Acq 2-1928
333000			10-21-47	DM&N Ry 329 Acq 7-1929
				Sold to Peoples Iron & Metal Co.
333000	1931			DM&N Ry 337 Acq 7-1929
358000			2-1949	DT&I Ry 300 Acq 11-4-1932
				Sold to Schnitzer Iron & Metal Co.
358000	4-1949			DT&I Ry 301 Acq 11-4-1932
358000	12-1948			DT&I Ry 302 Acq 11-4-1932
358000			2-1949	DT&I Ry 308 Acq 10-11-1933
				Sold to Schnitzer Iron & Metal Co.
358000	?			DT&I Ry 314 Acq 10-11-1933
358000			2-1949	Erie RR 2464 Acq 10-9-1935
				Sold to Schnitzer Iron & Metal Co.
358000	?			Erie RR 2494 Acq 1935 (3) 10-9-35
	5-1950			USSR Ea2379 Acq 7-2-1946 (4)
358000	2-1949			Erie RR 2450 sold to Alabama, Tennesee
				& Northern Ry. 427 11-1943.
				Acq by MN&S 7-10-1947

Number	Builder	Model	Built	Bldrs #	Received	Weight	Retired	Scrapped
10	F-M	H12-44	1-24-51	12L427	1-29-51	249000	4-13-78	
11	F-M	H10-44	9-46	L1019	9-16-46	238600		
12	BLW	VO1000	9-44	71955	12-3/8-54	242530		11-20-68
15	BLW	DRS-6-6-1500	3-50	74758	4-14-50	329800	4-2-74	5-5-81
20	BLW	DT-6-6-2000	12-48	74137	12-14-48	356000		11-20-68
21	BLW	DT-6-6-2000	12-48	74138	12-25-48	356000	8-22-74	
22	BLW	DT-6-6-2000	1-49	74139	1-9-49	356000	9-2-67	4-68
23	BLW	DT-6-6-2000	1-49	74140	1-11-49	356000		
24	BLW	DT-6-6-2000	1-49	74141	1-11-49	356000	5-26-65	1966
25	BLW	RT-624	7-53	75393	8-6-53		3-8-63	1965
30	EMD	SW1200	9-62	27507	9-62	246340		
31	EMD	SW1200	9-62	27508	9-62	246340		
32	EMD	SW1200	2-64	28933	2-64	246340		
33	EMD	SW1200	2-64	28934	2-64	246340		
34	EMD	SW1200	5-65	29758	5-65			
35	EMD	SW1200	5-65	29759	5-65			
36	EMD	SW1500	11-66	32504	11-66			
37	EMD	SW1500	12-66	32505	12-66			
40	EMD	SD39	9-68	34127	10-68			
41	EMD	SD39	9-68	34128	10-68			
60	BLW	VO-660	6-40	62394	6-7-40	199265	9-2-67	4-68
61	BLW	VO-660	9-42	64394	9-22-42	196500		

Sold	Notes
4-25-83	Minnesota Western Ry. 10 Acq. 12-55. Renumbered 11-1-56
	(Used one week 6-79) Sold to Central Wisconsin RR, Waukesha,
	Wisc. 5-85 displayed (minus engine) at Milton Jct., Wisc.
5-6-76	Minnesota Western Ry. 51 Acq. 12-55. Renumbered 11-1-56
	Sold to Hallett Dock Co. HD-11, Duluth, Minn.
	9-04 Donated to Lake Superior Transportation Museum
	Ex Elgin, Joliet & Eastern RR 482.
	Retired/cab fire damage. Scrapped on Crystal Team Track.
1-83	Sold to Illinois Railway Museum. Shipped 3-28-83.
	Scrapped by scrap yard on Rice's Point, Duluth, Minn.
1-24-74	Sold for scrap to Alliance Steel Brokerage, Minneapolis.
	Scrapped by scrap yard on Rice's Point, Duluth, Minn.
	Retired/broken frame. Scrapped by scrap yard on Rice's
	Point, Duluth, Minn.
4-99	Soo Line RR 1200. Sold to Diesel Supply Co., Hudson, Wisc.
4-99	Soo Line RR 1201. Sold to Progress Rail Service,
	Albertville, Ala.
4-99	Soo Line RR 1202. Sold to Progress Rail Service.
9-99	Soo Line RR 1203. Sold to Helm Financial.
9-99	Soo Line RR 1204. Sold to Helm Financial.
4-99	Soo Line RR 1205. Sold to Progress Rail Service. Resold to
	Railcar Ltd (RMPX)
2004	Soo Line RR 1400. Sold to Progressive Rail Inc. 36,
	Lakeville, Minn.
2004	Soo Line RR 1401. Sold to Progressive Rail Inc. 37,
	Lakeville, Minn.
9-01	Soo Line RR 6240. Donated to Minnesota Transportation
	Transportation Inc. Sold 2004 to Progressive Rail Inc. 40,
	Lakeville, Minn.
5-26-00	Soo Line RR 6241. Sold to Helm Leasing. Scrapped 2003.
	Renumbered from 600. Scrapped by scrap yard at Rice's Point,
	Duluth, Minn.
11-8-56	Minnesota Western Ry. 1 acq. 12-55.
	Sold to Cargo Carriers Inc. 122, (Cargill), Savage, Minn.

AVERY
PV119ED

MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY

FREIGHT CARS 11-30-1981

Quantity	Car Numbers	Type	AAR Mech. Designatio	AAR Car Type Code	Length	Builder / Lessor	Date Built	Date Leased	Notes
100	1000-1099	Box	XM	B105	41-10	Pullman-Standard Car Mfg C	Nov-52		(1)
102	1100-1201	Box	XM	B105	41-10	Pullman-Standard Car Mfg C	Mar-54		(1)
101	1202-1302	Box	XM	B105	41-10	Pullman-Standard Car Mfg C	Nov-57		(1) Pullman Type PS-1
35	400-434	Box	XL	A130	41-10	Pullman-Standard Car Mfg Co			(1)
2	500-501	Box	XL	A230	51-10	Pullman-Standard Car Mfg C	Jun-61		Evans DF Utility Loaders
2	502-503	Box	XL	A230	51-10	Pullman-Standard Car Mfg C	Jun-62		Evans DF Utility Loaders
2	504-505	Box	XL	A230	52-11	Pullman-Standard Car Mfg C	Feb-68		Evans DF Utility Loaders
2	550-551	Box	XL	A230		Pullman-Standard Car Mfg C	Oct-63		Evans DF Utility Loaders
2	552-553	Box	XL	A230		Pullman-Standard Car Mfg C	Sep-64		Evans DF Utility Loaders
6	554-549	Box	XL	A230	55-4	General American Transp. Co.		May-71	10 cars.Evans DF Utility Loaders
6	556-564	Box	XL	A230	53-?	General American Transp. Co.		Nov-77	3 cars. Evans DF Utility Loaders
4	540-543	Refrigerator	RBL	R206	55-4	General American Transp. Co.		Leased	Between Apr-77 and Oct-81. Belt Rail DF
2	600-601	Cvrd Hopper	LO	L253/L153	47-0	Pullman-Standard Car Mfg C	Oct-62		600 pneumatic unload; 601 gravity unload
1	602	Cvrd Hopper	LO	L253	47-0	Pullman-Standard Car Mfg C	Oct-63		Pneumatic unloadiing
7	603-609	Cvrd Hopper	LO	L253	59-11	US Railway Leasing Co	May-73	Leased	Pneumatic unloadiing
3	650-652	Box	XL	A320	65-3	Greenville Steel Car Co	Jun-66		Evans DF Utility Loaders
6	565-570	Refrigerator	RBL	R206	60-3	US Railway Leasing Co		Sep-72	
15	571-585	Refrigerator	RBL	R206	60-3	US Railway Leasing Co		Feb-74	
6	710-715	Flat	FMS	F212	49-8/99-4	StPaul Foundry & Mfg Co	Apr-66		(2) Articulated. Brandon tie-down equipment
2	750-751	Flat	FMS	F112	60-3	Thrall Car Mfg Co	Dec-64		(2) Brandon tie-down equipment
6	752-757	Flat	FMS	F213	65-10	Transp. Corp of America	Sep-73	Leased	
2	800-801	Cvrd Hopper	LO	L251	39-5	General American Transp. C	May-65		Airslide
10	900-909	Box	XP	A200	53-6	Gunderson Bros. Engrng Corp	Dec-66		Miller lading braces for plywood
4	910-913	Box	XP	A200	57-10	Gunderson Bros. Engrng Corp	May-73		Miller lading braces for plywood
2	950-951	Box	XLI	A240	57-9	?	Aug-63		Purchased Jul-77 from Pullman Leasing Co
1	975	Box	XL	A230	57-9	?	Mar-63		Purchased Jul-77 from Pullman Leasing Co
10	2000-2009	Box	LU	L047	60-?	Thrall Car Mfg Co	Aug-71		Thrall Door
8	2010-2017	Box	LU	L047	58-10	Thrall Car Mfg Co	Jan-73		Thrall Door
31	2018-2048	Box	LU	L047	60-5	US Railway Mfg Co	Dec-76		All door side slider
60	2500-2559	Box	LU	L047	60-5	US Railway Equip. Co	Oct-77	Leased	All door side slider;
									Sub-leased to Masonite Corp.
50	3001-3050	Cvrd Hopper	LO	L153	59-11	US Railway Leasing Co	Sep-74	Leased	

Quantity	Car Numbers	Type	AAR Mech. Designatior	AAR Car Type Code	Length	Builder / Lessor	Date Built	Date Leased	Notes
10	3401-3410	Cvrd Hopper	LO	L153	57-4	US Railway Mfg Co	Feb-76		
2	3614, 3616	Cvrd Hopper	LO	L353	54-3	Transp Leasing Div Pullman Inc		Jun-68	
100	3100-3199	Cvrd Hopper	LO	L153	58-?	Transp. Corp of America		Jan-81	
25	3300-3324	Cvrd Hopper	LO	L153	58-?	Transp. Corp of America		Jan-81	
25	6000-6024	Gondola	GB	G332	56-11	GLNX Corp		Aug-80	
25	6100-6124	Gondola	GB	G312	57-2	Transp. Corp of America		Apr-81	
1	9000	Cvrd Hopper	LO						CNW 76841 acquired 12-31-1980
5	See Notes	Cvrd Hopper	LO	L451	42-1	General American Transp. Co.		Leased	42722,42745,42746,42751,42757 Airslide
1	44228	Cvrd Hopper	LO	L451	42-2	General American Transp. Co.		Leased	Airslide
4	See Notes	Cvrd Hopper	LO	L453	54-1	General American Transp. Co.		Leased	46545,46546,46553,46554 Airslide
4	48095-48098	Cvrd Hopper	LO	L451	44-?	General American Transp. Co.		Leased	
6	48581/48594	Cvrd Hopper	LO	L153	54-2	North American Car Co		Feb-72	Numbers not inclusive
100	49001-49100	Box	XM	B208	54-4	US Railway Leasing Co		Leased	(1)
20	49400-49419	Box	XM	B208	55-5	?		Leased	
100	49501-49600	Box	XM	B208	54-10	US Railway Equip. Co		Oct-76	
25	49700-49724	Box	XM	B208	55-7	Rex Railways Inc	Apr-78	Dec-77	
50	49725-49774	Box	XM	B208	55-5	?	Jun-78	Leased	
100	49800-49899	Box	XF	A220	57-3	Rex Railways Inc	May-79	Mar-79	AC&F Order 11-06856 Jan-79
82	50001-50082	Refrigerator	RBL	R206	60-3	US Railway Leasing Co		Leased	12 cars Feb-74, 20 cars Jul-74, 50 cars Oct-74
50	50501-50550	Refrigerator	RBL	R206	60-3	US Railway Leasing Co		Jan-76	
50	51001-51050	Box	XF	A220	55-7	US Railway Leasing Co		Mar-75	

Note (1) 165 of the 303 cars were sold Jun-76 to U.S. Railway Leasing Co and were rebuilt by U.S. Railway Mfg. Co., Washington, Indiana,to 49001-49165.

35 of the 303 cars were fitted with Evans DF Utility Loaders and renumbered 400-434. There were 14 of these cars left at 11-30-1981: 405 (1019), 408 (1024), 409 (1033), 411 (1078), 412 (1003), 414 (1026), 415 (1031), 416 (1036), 417 (1056), 419 (1086), 424 (1184), 425 (1186), 426 (1196), and 427 (1049).

14 of the 303 cars were left at 11-30-1981: 1006, 1011, 1022, 1023, 1027, 1029, 1040, 1041, 1055, 1077, 1082, 1089, 1099 and 1241.

Note (2) Articulated pairs: 710-711, 712-713, 714-715. Brandon tie-down equipment was for shipping agricultural implements.

Effective Dec 1975 712 and 713 were permanently separated.

Minneapolis Northfield & Southern Ry.
CABOOSES
Mechanical Dept. Register
Notes and Comments

01 ex MStPR&DETCo 01, received May 1918. Rebuit by MN&S shops 1919. Wood body and underframe. 30 ft. long. Arch Bar trucks. Dismantled Sep 1923.

02-03 ex Duluth & Northern Minnesota Ry. 208-209. Builder unknown; received Apr 1921. Wood body and underframe. 26'5" long. Arch Bar trucks. 02 retired 12-1-1931. 03 dismantled Jun 1926.

1st 04 Box Car 1004 converted 1921. Wood body and underframe. 34'6" long. Arch Bar trucks. Converted Apr 1927 to Cook Car W1004 for Minnesota Western Ry. at Gluek, Minn. RETIRED 1939

~~MW 102~~ ACQUIRED 1941 REBUILT TO 04

2nd 04 ~~No information other than~~ "AFE 1941" ~~on 1st 04 equipment register page and historian comment~~ "side window, rebuilt over old underframe". Sold complete to Ledstrom Brothers (grain salvage contractor), Long Lake, Minn. In existence as of Mar 2008.

05-06 Seims-Steibel Co., Minneapolis, (subsidiary of The Pullman Company), builder. Received 9-9-1924. Pressed steel underframe, wood body, 26'2" long. Wason gas-electric passenger trailer trucks.
- 05 disposition unknown.
- 06 rebuilt 1957: side-window style, length 31'0" long, width 8'4", steel center sill, 3/4" plywood sheathing, .032" aluminum sheeting, roof and floor tongue & groove fir decking, six windowns 18" x 24". Sold for scrap Mar 1980.

07-010 General Equipment Co. 1926. (New) ~~or Rebuilt by GECo 1926?)~~ 07 Feb 1926; 08-010 Apr 1926. Steel underframe, 29'10" long. Simplex trucks. All rebuilt to side-window style. All sold for scrap Mar 1980.

011,012,014 ex Duluth, Missabe & Northern Ry. 20, 41, 45 respectively; received Jan 1929. Builder unknown, wood underframe and body, cupola style. 24'2" long. Arch Bar trucks.
- 011 Retired 10-21-1947; sold to Peoples Iron & Metals Co.
- 012 Retired Nov 1949.
- 014 Retired 10-21-1947; sold to Peoples Iron & Metals Co.

013 number not used.

EJ&E #1

015 built by Elgin, Joliet & Eastern Ry. 1945. Acquired 1947. Steel underframe and body, bay window style. 36'2" long. Steel swing bolster trucks. Supposedly built as a superintendent's car but the bay windows were too wide for that system's clearances. Rebuilt Jan 1980; repainted yellow. To Soo Line Railroad in the 1982 acquisition.

EJ&E #41

016 builder unknown, purchased from Elgin, Joliet & Eastern Ry. 1947. Steel underframe and wood body, 28'2" long. Arch Bar trucks. Disposition unknown.

017-018 builder unknown, purchased from Chicago & Eastern Illinois Ry. 1951. 36'0" long, side window style.
- 017 was involved in a rear-end collision with C&NW Ry train on C&NW Ry. track (ex CGW Ry.) at Northfield Jul 1971. Rebuilt; seen in service 1977. Disposition unknown.
- 018 To Soo Line Railroad in the 1982 acquisition. Received by Colfax Railroad Museum (Wisconsin) Jun 2006.

019 Minnesota Western Ry. 102, acquired 1956 from the M&StL Ry. Steel underframe, wood body, 35'3" long. Arch bar trucks. Cupola style on MW Ry; rebuilt by MN&S Ry. to side window style. Disappeared from storage in late 1980. Acquired complete by Barry Karlberg and stored at Soo Line's Shoreham yard. Resold twice, lastly supposedly to a flea market near Elko, Minn.

020 Minnesota Western Ry. 103, acquired 1956 from the M&StL Ry. Steel underframe, wood body, 27'11" long. Arch Bar trucks. Cupola style. Identical in appearance to Duluth & Northeastern Ry. caboose 06. Scrapped 1965.

100-102 International Car Company 1972, received 9-14-1972. Bay window style, 31'2" long. This was an add-on to a Southern Pacific RR caboose order so were of that railroad's design. To Soo Line Railroad in the 1982 acquisition.

100 for sale Dec 2000 at Portage, Wisc.

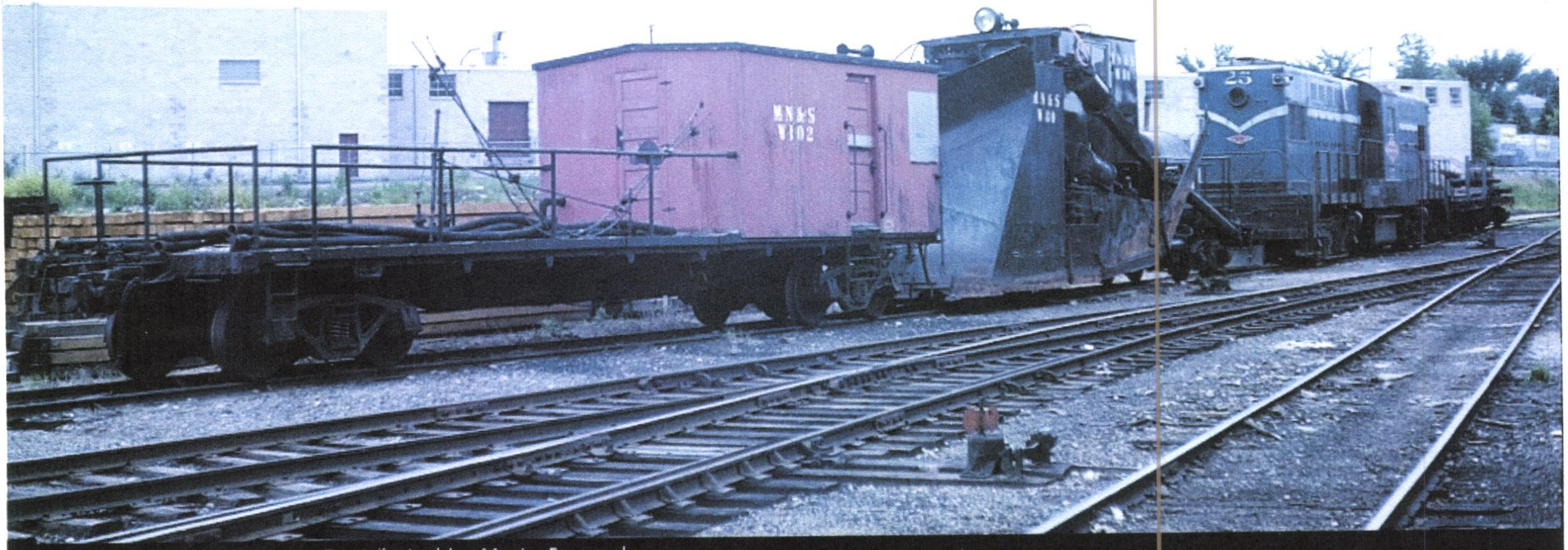
101 storekeeper's office at Harvester yard, Milwaukee. Sold 2003 to Progressive Rail Inc. Repainted as MN&S 101.

102 sold to Davenport, Rock Island & Northwestern Ry. (DRI) as their 102. DRI was subsequently absorbed by the Soo Line RR; caboose renumbered 187. Used by a B&B Dept. crew in Portage, Wisc for several years. Purchased by Minnesota Northern Railroad Apr 2001. Resold amost immediately to Progressive Rail Inc. Repainted as MN&S   102.

WORK EQUIPMENT

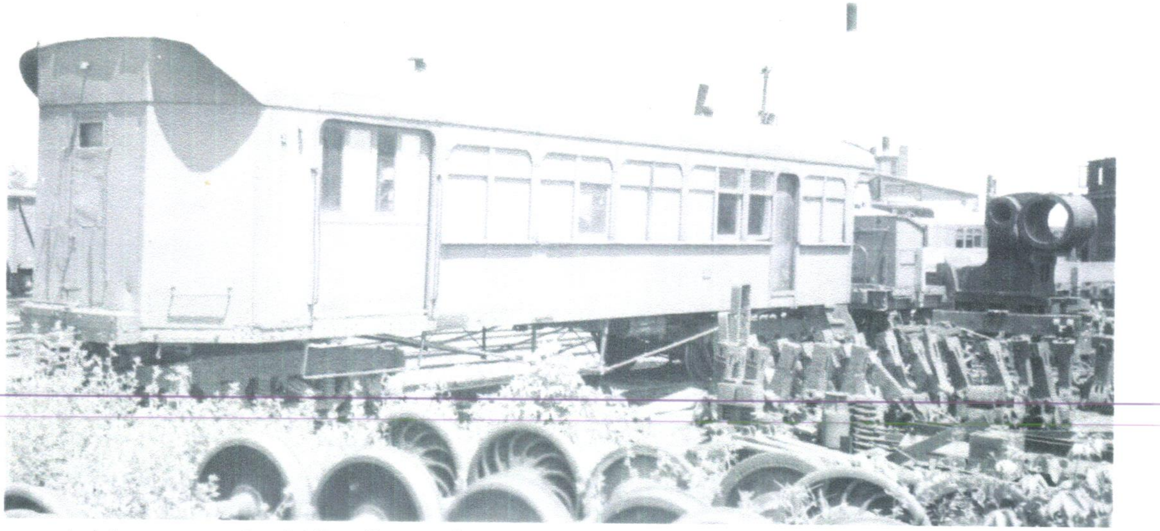
350	Transfer B&B Dept. Derrick from Flat Car 354 to Flat Car 350 [AFE 1933] Dec 1936.
351	Snow Plow (Gondola type) from Flat Car 351 Jan 1927. Renumbered W42.
510	Snow Plow from Flat Car 510 Aug 1927.
514	Tool Car Flat from Flat Car 514 1920. Retired Sep 1928; wood cab to W41 Tool Car.
56	Woolery Weed Burner acquired new 1929.
W6	Snow Plow Retired 1945.
W20-W23	Cook Car/Diner/Bunk Car/Bunk Car ex DM&N Ry. D1/A2/F3/D4.
W40	Flanger G.N. Ry. 1621 acquired Nov 1928. Retired 1943.
W41	Tool Car from Flat Car 357 Sep 1928. Wood cab from 514 Tool Car Flat. Rebuilt Nov 1937 to W49 Wreck Outfit Car.
W42	Snow Plow renumbered from 351. Retired 1936.
W43	Tool Car from Flat Car 401 Sep 1930.
W44	Snow Plow from underframe of Box Car 2505 Oct 1936. Retired 1946.
W45	Mail-Baggage Trailer MStPR&DETCo. 200 rebuilt from passenger motor 7 after 1914 wreck. Renumbered W45 in 1936. B&B Dept. Bunk Car Jun 1937. Converted 1939 to combination Kitchen and Bunk Car. Retired 1948 (sold to Schnitzer Iron & Metal Co.)
W46	B&B Dept. Derrick Car from Box Car 2501 Jan 1937. Rebuilt Nov 1958 to Wheel Flat Car W55.
W47	B&B Dept. Tool Car from Box Car2502 Jan 1937.
W48	Flat Car for CAT Tractor from Box Car 2509 Jan 1937. Sold to Minnesota Western Railway.
W49	Wreck Outfit Car rebuilt Nov 1937 from W41. Retired 1941.
W50	Wheel Flat Car from Flat Car 414 (Ex Box Car 2504) Jun 1937. Retired 1941.
W50	Wheel Flat Car 40 ft. Built (rebuilt?) May 1948.
X5	Snow Plow from underframe of Box Car 2506. Date ??
W51	Transfer Flat Car 413 to Work Equipment (ex Box Car 2503).
W54	Flat Car
W55	Wheel Flat Car rebuilt Nov 1958 from W46 Derrick Car.
W56	ex Work Tank W81. Retired Dec 1958.
W60	Gondola Car built Jan 1946 Acquired (rebuilt?) Aug 1973.
W61	Combination Storage Box/Flat Car. Acquired (rebuilt?) Mar 1973
W70-W73	Hopper Cars for Ballast Service. Built 1978.
W80	Jordan Spreader 466 s/n 433 acquired 1942. Renumbered W80 in 1947.

Pile Driver (secondhand) acquired 1929.
Ballast Plow acquired 1926. Retired 1937.



RRPictureArchives.NET Image Contributed by Marty Bernard

6-21-1964



W45 EX DPEL 200 BAG & MAIL CAR REBUILT FROM WRECKED #7

WORK EQUIPMENT

Photograph: #W50, a 40 ft. Wheel Flat Car, built 5-1948.

Roster
1-1982

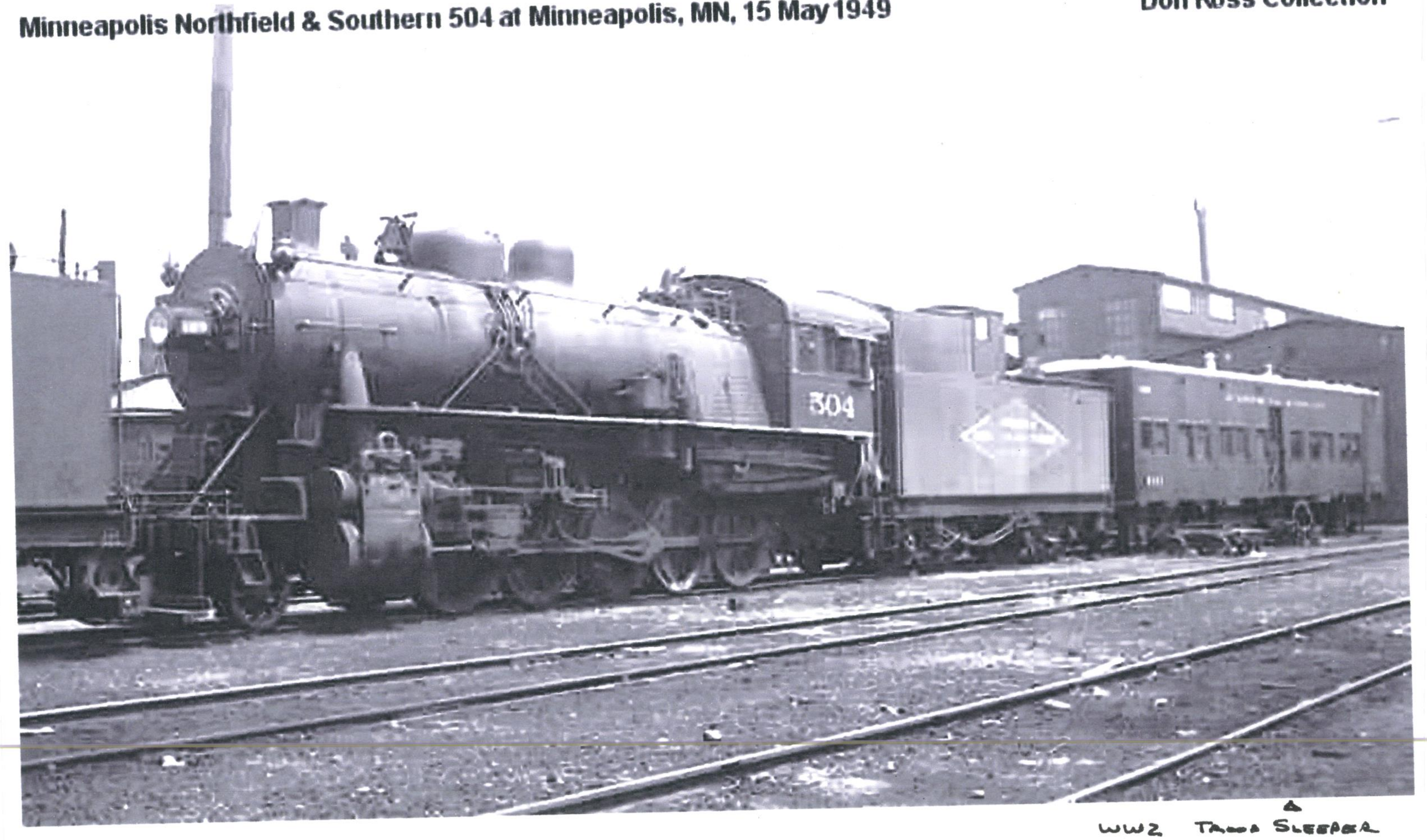
One car	#W60:	Gondola Car, built 1972; used for hauling scrap rail.
One car	#W61:	Storage Box Car, built 1973; (blue).
Four cars	#W70-#W73:	Ballast Cars, built 1978. (photos of MW70 and MW71) (NORMAL HOPPER CARS)
One car	#W80:	Jordan Spreader, built 1942-1947.

Not on roster but seen in a photograph: #W50, a 40 ft. Wheel Flat Car, built 5-1948.

AVERY
PV119ED

Minneapolis Northfield & Southern 504 at Minneapolis, MN, 15 May 1949

Don Ross Collection



WW2 TROOP SLEEPER

MINNEAPOLIS NORTHFIELD & SOUTHERN RY.
MINNESOTA WESTERN RY.
ELECTRIC SHORT LINE TERMINAL CO.

MARCH, 1934

The Minneapolis Northfield & Southern Ry., Minnesota Western Ry., and Electric Short Line Terminal Co. are under the same management. The Electric Short Line Terminal Co. has no operations but owns the property from 7th St. N. to Glenwood Junction. It is used by the M. N. & S. and M. W. for freight and passenger operations.

The M. N. & S. extends from a connection with the Soo Line at Crystal (which is six miles west of Shoreham) to Northfield, a distance of 47 miles. They have trackage rights over the Soo Line between Crystal and Shoreham, and over the Chicago Great Western between Northfield and Randolph (a distance of eight miles). Another line serves the southern part of Minneapolis at Nicollet Ave. and 60th St. where there are industries. The track nine miles long leaves the main line at Auto Club (17 miles from Minneapolis).

The M. W. extends from Glenwood Junction to Gluek, a distance of 111 miles.

PASSENGER OPERATIONS

M. N. & S.

Operates a motor car from the passenger station at 7th St. N. at 5:00 p.m., arriving at Northfield at 6:30 p.m. Leaves Northfield at 9:00 a.m. and arrives at 7th St. N. at 10:25 a.m.

M. W.

Operates a motor car one round trip daily except Sunday, leaving Gluek at 5:30 a.m., arriving at 7th St. N. passenger station at 9:30 a.m. Return trip leaves Minneapolis at 5:30 p.m., arriving at Gluek at 9:50 p.m.

Passenger Station

The passenger station is located at 7th St. N. in Minneapolis. In addition to being used by the M. N. & S. and M. W. it is used as a terminal for the Minneapolis Anoka & Cuyuna Range R.R. electric cars.

FREIGHT OPERATIONS

M. N. & S.

Operates two freight trains daily from Soo Line Shoreham Yard through Northfield to Randolph. One leaves Shoreham about 1:00 a.m., and the other about 8:30 a.m. Crews on both of them tie up at Randolph. Leaving time at Randolph on the return trips depends upon delivery time made by the Chicago Great Western at Randolph. The South Minneapolis line is served on Tuesdays and Fridays with a train operating from Glenwood Junction and return.

The M. N. & S. enters Minneapolis from the south, making interchange with the Milwaukee and the M. & St.L. at St. Louis Park, and with the Great Northern by means of a long connection into Cedar Lake Yard. The Western Ave. yard is an assembly yard and the Glenwood Junction yard is the main yard serving as a base for the industries tributary to that line between Glenwood Junction and the freight station at 7th St. N. The Glenwood Junction Yard also serves as the terminal for the M. W. The M. N. & S. freight trains make set-outs at Western Ave. and Glenwood Junction, and then operate north to the connection with the Soo Line at Crystal, operating over the Soo Line to Shoreham for termination and interchange with the Northern Pacific.

M. W.

Operates a turn-around from Minneapolis to Hutchinson on Thursdays, a train from Minneapolis to Gluek on Sundays, and from Gluek to Minneapolis on Mondays.

Classification Practice

Inbound Trains

1. St. Louis Park	Milwaukee Road cars
2. Cedar Lake	Great Northern cars
3. Western Ave.	Minneapolis-Minnesota Western
4. Grove	Northern Pacific cars
5. Shoreham	Soo Line cars

Outbound Trains

Outbound trains are not classified.

Interchange Locations

Soo Line   The M. N. & S. uses the Soo Line from Crystal to Shoreham, and terminates its trains in the Soo Line Yard at Shoreham. The Soo Line makes up and breaks down the trains.

Northern Pacific   The M. N. & S. trains use the Soo Line interchange on the low line to reach the Northern Pacific Grove Yard where they pick up and set out cars. The Grove Yard is made up of seven tracks with a capacity of 302 cars and is located in the rear of the Peavey Elevator. It is used for interchange with the M. N. & S. and for storage of empty cars.

Great Northern The M. N. & S. has constructed a track from Park Manor to G.N.'s Cedar Lake Yard where cars are set out and picked up by road trains. The Electric Short Line Terminal Co. has a connection with the G.N.'s Lyndale Junction Yard near Lyndale Ave. where the M. W. interchanges with the G. N. Cars for the team tracks and industries at 7th St. N. are interchanged at Lyndale. G. N. Lyndale Junction Yard-Interchange is five tracks with a total capacity of 180 cars. The M. W. interchange is two tracks at Emerson Ave.

Milwaukee Road The M. N. & S. has a track connecting with the Milwaukee's St. Louis Park loop track where M. N. & S. road trains set out and pick up cars.

The M. N. & S. acts as intermediary on cars for the M. W. with the roads with which they have interchanges. The stock from the M. W. for South St. Paul and Cudahy is interchanged to the Milwaukee at St. Louis Park.

Transfers

Road trains handle all cars between yards with the exception of cars between Western Ave. and 7th St. N.

Switching

One engine shift is worked from 10:30 p.m. until work is completed. It does industry and team track work between Glenwood Junction and 7th St. N., and assembles cars at Western Ave. for road trains.

LCL Freight

The M. N. & S., M. W. Freight Station handled an average of 10 tons of LCL freight daily during March, 1934. These railroads load their LCL freight into the head-end of their passenger motor cars. The present station force also handles the important team track business of these carriers.

YARDS

Glenwood Junction Yard

The M. N. & S. has a yard located at 6th Ave. N. near Glenwood Blvd. consisting of four tracks with a capacity of 57 cars. It is used as an assembling yard for M. N. & S. trains and as an interchange yard between the M. N. & S. and M. W. It is equipped with a 50 ft. 150 ton track scale.

Sixth Ave. N. Yard

Located on the Electric Short Line Terminal Co. near 6th Ave. N., it consists of three tracks with a capacity of 65 cars. It is used for storage of cars for M. N. & S. and M. W.

Western Ave. Yard

Located about one mile west of Glenwood Junction on the main line, it consists of three tracks with a capacity of 105 cars. It is used as a set-out and pick-up yard by road trains on cars to and from Glenwood Junction and 7th St. N.

FREIGHT STATION

Located at 7th St. N., it is leased from the Red River Lumber Co. and consists of a steel warehouse 25' x 120' with a 12' x 200' covered platform together with a 40' x 60' two-story brick office building. The office building is sub-leased as the freight sation force is located in the passenger station building.

TEAM TRACKS

7th St. N. and 3rd Ave. N.: consists of six tracks with a capacity of 45 cars plus a six-car unloading platform.

Aldrich and Colfax Avenues: one track with a capacity of five cars.

Glenwood Junction: one track with a capacity of five cars.

60th St. and Nicollet Ave.: two tracks with a capacity of 25 cars.

FREIGHT CAR REPAIRS

All car repairs are made at Glenwood Junction on three tracks with a capacity of 10 cars.

Glenwood Junction facilities consist of two stub tracks, equipped with air, but no test rack or hoist. It is located adjacent to the small shop facilities and is equipped to make light and medium-heavy repairs.

Interchange inspection is made by the Great Northern forces at Lyndale Junction and Cedar Lake, Northern Pacific at Northtown, Soo Line at Shoreham, and CMStP&P at St. Louis Park.

ENGINE HOUSES

Glenwood Junction: wooden structure, three stalls with 169.5' tracks, steam plant for heating purposes, cinder pit, and Green Belt (sic) Conveyor type coaling station of 300 ton storage capacity. No turntable. Equipped with driver and truck drop pits. All repairs except heavy shop repairs are made. Power is purchased. All engines of M. N. & S. and M. W., except those terminating at Shoreham, are housed in this engine house. Two M. N. & S. road freight engines are housed at Soo Line's Shoreham Roundhouse.

(Another section of the report listed six stalls; housing two engines on each track.)

Sixth Ave. N.: wooden structure, three stalls with 167.5' tracks. It has none of the usual equipment except a turntable which is not used. The passenger motor cars are housed here, and passenger car repair work is performed at this site.

OPERATIONS

OPERATIONS

PASSENGER SERVICE

A nearly complete set of timetables dating from 1918 through 1934 is in my collection donated to the Minnesota Historical Society. Photocopies are included in this section. Basic comments on passenger service follow.

Passenger operation apparently began May 18, 1918, from 54th St., Minneapolis, to Northfield. ON December 1, 1918, operation resumed from Auto Club Jct. to Luce Line Jct. and over the ESLT Co. to downtown Minneapolis. At this time the railbus began providing shuttle service between Auto Club Jct. and the 54th St. terminal.

A depot was built during 1918 at Eureka Center. MN&S Ry. paid 75% of the cost.

Trackage rights over the Chicago Great Western Ry. from Northfield to Faribault were again arranged. Passenger service was initiated July 17, 1921.

On 11-10-1921 the MRR&WC authorized the discontinuance of passenger stops at Thompson, Grand View Heights, Atwood, Hyland Lake, Forstrom and Shumway. Pool's Crossing was originally included but was reinstated as a flag stop because of written provisions dated 11-24-1911 by F. A. Martin, general superintendent of the MStPR&DET Co.

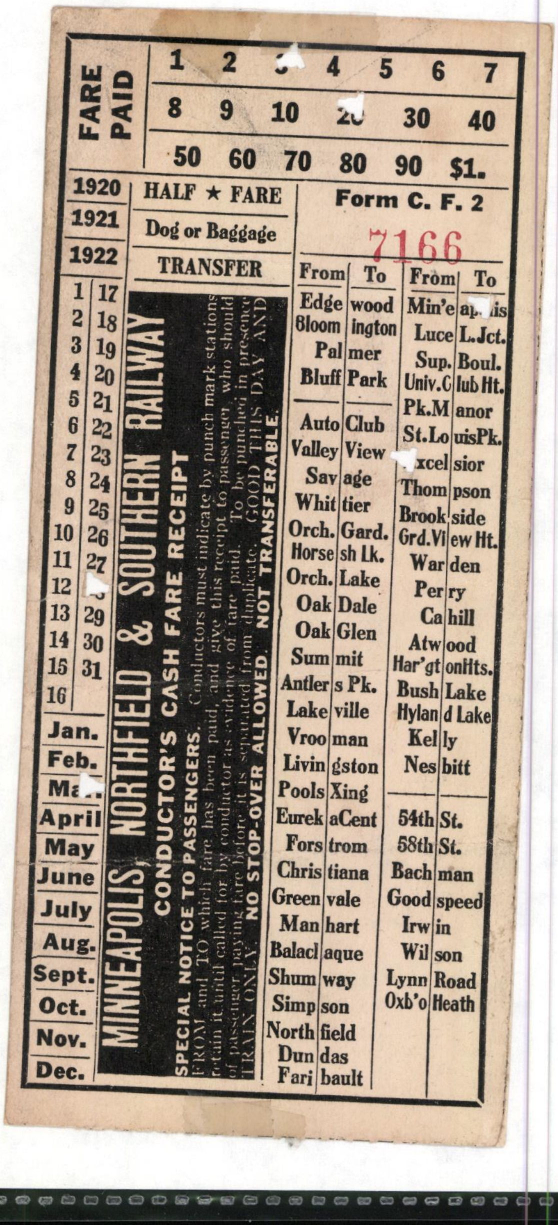
Due to lack of patronage and labor troubles, the passenger service between Auto Club Jct. and 54th St., Minneapolis, was reduced to two daily round trips 8-1-1922 and discontinued completely 9-8-1922.

During 1922 bus companies increased service between Minneapolis, Northfield and Faribault. As a result railway passenger traffic dropped off 40% per month in the spring of 1923. As of November, 1923, patronage was 60% less than 1922 even though the trains took 20 minutes less time than the buses and bus fares were 15¢ to 25¢ per trip higher. In an attempt to increase the passenger traffic, the railway reduced its fare base from 3.6¢ per mile to 2.5¢ per mile, and subsequently established a commutation fare of 1.5¢ per mile. There was no appreciable change in the traffic.

Trackage rights over the CGW Ry. were increased 1-18-1925 and passenger service extended from Northfield to Randolph and from Faribault to Mankato. Total mileage from Randolph thru Northfield and Faribault to Mankato was 61.35 miles.

Effective 1-17-1931 passenger service was discontinued between Northfield and Randolph and between Faribault and Mankato. Service between Minneapolis and Faribault was reduced to one daily round trip. Service between Northfield and Faribault ceased 7-17-1931. One daily round trip between Minneapolis and Northfield continued to operate.

This trip left Northfield in the morning. Arriving at the Minneapolis terminal the passenger car was used in switching service between the teminal and Glenwood Jct. The trip returned to Northfield in the evening. Passenger service was discontinued completely 4-30-1942 with car 14 making the last trip.



FARE PAID						
1	2	3	4	5	6	7
8	9	10	20	30	40	
50	60	70	80	90	$1.	

1920
1921
1922

HALF ★ FARE

Dog or Baggage

TRANSFER

Form C. F. 2

7166

1	17
2	18
3	19
4	20
5	21
6	22
7	23
8	24
9	25
10	26
11	27
12	28
13	29
14	30
15	31
16	

Jan.
Feb.
Mar.
April
May
June
July
Aug.
Sept.
Oct.
Nov.
Dec.

MINNEAPOLIS, NORTHFIELD & SOUTHERN RAILWAY
CONDUCTOR'S CASH FARE RECEIPT

SPECIAL NOTICE TO PASSENGERS. Conductors must indicate by punch mark stations FROM and TO which fare has been paid, and give this receipt to passenger, who should retain it until called for by conductor as evidence of fare paid. To be punched in presence of passenger paying fare before it is separated from duplicate. GOOD THIS DAY AND TRAIN ONLY. **NO STOP-OVER ALLOWED. NOT TRANSFERABLE.**

From	To	From	To
Edge	wood	Min'e	apolis
Bloom	ington	Luce	L.Jct.
Pal	mer	Sup.	Boul.
Bluff	Park	Univ.C	lub Ht.
		Pk.M	anor
Auto	Club	St.Lo	uisPk.
Valley	View	Excel	sior
Sav	age	Thom	pson
Whit	tier	Brook	side
Orch.	Gard.	Grd.Vi	ew Ht.
Horse	sh Lk.	War	den
Orch.	Lake	Per	ry
Oak	Dale	Ca	hill
Oak	Glen	Atw	ood
Sum	mit	Har'gt	onHts.
Antler	s Pk.	Bush	Lake
Lake	ville	Hylan	d Lake
Vroo	man	Kel	ly
Livin	gston	Nes	bitt
Pools	Xing		
Eurek	aCent	54th	St.
Fors	trom	58th	St.
Chris	tiana	Bach	man
Green	vale	Good	speed
Man	hart	Irw	in
Balacl	aque	Wil	son
Shum	way	Lynn	Road
Simp	son	Oxb'o	Heath
North	field		
Dun	das		
Fari	bault		

Minneapolis, Northfield & Southern Railway Company

TIME TABLE NO. 1

EFFECTIVE MAY 18, 1918, 12:01 A. M.

SUBJECT TO CHANGE WITHOUT NOTICE

SOUTHBOUND (Read Down)						NORTHBOUND (Read Up)				
Saturday Sunday Holidays 7	Daily 5	Dai 3	Daily 1	Miles from Fifty-Fourth Street	STATIONS	Miles from North-field	Daily 2	Daily 4	Daily 6	Saturday Sunday Holidays 8
Leave PM	Leave PM	Leave PM	Leave AM				Arrive AM	Arrive Noon	Arrive PM	Arrive PM
2.30	6.15	12.30	8.15	0.0	Fifty-Fourth Street	37.4	8.00	12.00	5.40	9.35
2.35	6.20	12.35	8.20	1.1	†Bachman	36.3	7.54	11.54	5.34	9.29
2.36	6.21	12.36	8.21	1.7	†Goodspeed	35.7	7.50	11.50	5.30	9.25
2.38	6.23	12.38	8.23	2.4	†Irwin	35.0	7.49	11.48	5.29	9.24
2.40	6.25	12.40	8.26	3.2	†Wilson	34.2	7.47	11.46	5.27	9.22
2.43	6.28	12.43	8.30	4.6	†Lynn Road	32.8	7.43	11.42	5.23	9.18
2.45	6.30	12.45	8.32	5.4	†Oxboro Heath	32.0	7.42	11.40	5.22	9.17
2.46	6.31	12.46	8.34	6.0	†Edgewood	31.4	7.39	11.37	5.19	9.14
2.49	6.34	12.49	8.37	6.7	†Bloomington	30.7	7.37	11.35	5.17	9.12
2.53	6.38	12.53	8.41	8.0	†Palmer	29.4	7.35	11.31	5.15	9.10
2.56	6.41	12.56	8.44	8.9	†Bluff Park	28.5	7.33	11.29	5.13	9.08
3.00	6.45	1.00	8.48	10.2	†Auto Club	27.2	7.30	11.25	5.10	9.05
3.04	6.49	1.03	8.51	11.1	†Valley View	26.3	7.25	11.19	5.05	9.00
3.07	6.52	1.06	8.54	12.2	†Savage	25.2	7.23	11.15	5.02	8.56
3.14	6.59	1.13	9.01	15.4	†Foley	22.0	7.18	11.08	4.56	8.50
3.20	7.05	1.18	9.05	16.8	†Orchard Gardens	20.6	7.15	11.03	4.52	8.45
3.22	7.07	1.20	9.07	17.4	†Horseshoe Lake	20.0	7.13	10.59	4.50	8.43
3.27	7.12	1.26	9.11	18.3	†Orchard Lake	19.1	7.11	10.56	4.47	8.41
3.30	7.15	1.29	9.14	20.6	†Oak Dale	16.8	7.07	10.51	4.42	8.37
3.31	7.16	1.30	9.15	21.0	†Oak Glen	16.4	7.06	10.49	4.40	8.36
3.32	7.17	1.31	9.17	21.5	†Summit	15.9	7.05	10.47	4.39	8.35
3.34	7.19	1.34	9.19	22.3	†Antlers Park	15.1	7.03	10.44	4.37	8.33
3.37	7.22	1.37	9.22	23.4	†Lakeville	14.0	7.00	10.40	4.33	8.30
3.38	7.23	1.38	9.23	24.2	†Vrooman	13.2	6.57	10.35	4.30	8.27
3.43	7.28	1.43	9.28	26.5	†Livingston	10.9	6.53	10.29	4.25	8.23
3.45	7.30	1.45	9.30	27.3	†Pool's Crossing	10.1	6.50	10.25	4.22	8.20
3.46	7.31	1.46	9.32	27.9	†Eureka Center	9.5	6.49	10.23	4.20	8.19
3.47	7.32	1.47	9.33	28.5	†Forstrom	8.9	6.48	10.21	4.18	8.18
3.50	7.35	1.50	9.35	29.6	†Christiana	7.8	6.46	10.19	4.16	8.16
3.53	7.38	1.53	9.37	31.1	†Greenvale	6.3	6.43	10.15	4.13	8.13
3.57	7.42	1.57	9.40	32.2	†Manhart	5.2	6.41	10.12	4.11	8.11
3.59	7.44	1.59	9.41	32.9	†Balaclague	4.5	6.39	10.09	4.08	8.09
4.00	7.45	2.00	9.42	33.3	†Shumway	4.1	6.38	10.08	4.07	8.08
4.02	7.49	2.04	9.45	35.4	†Simpson Orchards	2.0	6.35	10.05	4.04	8.05
4.03	......	......	......	36.9	Simpson Junction	1.5	......	......	4.03	......
4.10	7.55	2.10	9.50	37.4	Northfield	0.0	6.30	10.00	4.00	8.00
PM Arrive	PM Arrive	PM Arrive	AM Arrive				AM Leave	AM Leave	PM Leave	PM Leave

Light Face Type indicates AM. **Dark Face Type indicates PM.** †Trains stop on signal only.
To signal a train, wave hand during the day, show a light by striking a match or otherwise at night.
Milk and Cream will be handled on Trains No. 4.

Northfield Southern

Minneapolis Passenger Salon

Located at 54th Street and Nicollet Avenue.

For information regarding trains call
N. W. Phone, Colfax 7551; Tri-State, 64446.

WHY YOU SHOULD TRAVEL
via
NORTHFIELD SOUTHERN

Because it aims to please its patrons. Its cars are equipped with latest appliances for sanitation, ventilation and convenience for comfort. Frequent and fast train service. No smoke or cinders. Low passenger fares.

Take the "54th Street and Columbia Heights" street car going south to end of car line to **Northfield Southern Depot.**

SPECIAL TRAINS

Special trains for picnics, theatre parties, college entertainments, athletic contests, lodge visitations, business or pleasure trips, can be arranged for at a nominal cost.

For further information address the

GENERAL PASSENGER AGENT
54th Street and Nicollet Avenue.
Minneapolis, Minn.

Minneapolis, Northfield & Southern Railway Co.

Time Table No. 1 **Effective May 18, 1918**

Subject to change without notice

The time given is that at which trains are expected to arrive at and depart from the several stations, but it is not guaranteed, and although every care is taken to keep the tables correct, the M. N. & S. Ry. Co. does not hold itself responsible for possible errors or for delay or inconvenience resulting from failure to make schedule as advertised.

First class single-trip tickets are valid only in the direction they read and will be accepted for passage up to and including ten (10) days from date of sale.

First class round-trip tickets, sold at double the one-way fare will be accepted for passage up to and including thirty (30) days from date of sale.

Children under five (5) years of age in charge of a competent person are carried free; those five (5) years of age and under twelve (12) are required to pay half-fare; those twelve (12) years of age and over must pay full fare.

COMMUTATION RATES.

Minimum rate per coupon five (5) cents.

Limited to individual use of purchaser during 27-day period (exclusive of Sundays and holidays) in books of 54 coupons—77½% of regular one-way fare.

Limited to use of purchaser and members of same family, and valid for passage one (1) year from date issued, in books of 50 coupons — 90% of regular one-way fare.

Limited to individual use of purchaser and valid for passage one (1) year from date issued:

In books of 10 coupons, 95 % of regular one-way fare.
In books of 25 coupons, 92½% of regular one-way fare.
In books of 50 coupons, 87½% of regular one-way fare.

Employees are required to give courteous consideration to the requests of patrons.

For information, telephone: N. W. Colfax 7551; T. S. 64446

54th Street and Nicollet Avenue.
Minneapolis, Minn.

Minneapolis, Northfield & Southern Railway Company

TIME TABLE No. 2

Effective December 1, 1918 — Subject to Change Without Notice

SOUTHBOUND (Read Down)							NORTHBOUND (Read Up)			
Sunday Only 7	Sunday Only 5	Daily 3	Daily 1	Miles from Minneapolis	STATIONS	Miles from Northfield	Daily 2	Daily 4	Sunday Only 6	Sunday Only 8
Leave P. M.	Leave P. M.	Leave P. M.	Leave A. M.				Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.
10:20	3:10	5:45	9:30	0.0	Minneapolis	45.3	8:50	2:20	2:45	10:00
10:32	3:22	5:57	9:42	3.2	Luce Line Junction	42.1	8:38	2:08	2:33	9:48
10:36	3:27	6:02	9:47	4.9	†Superior Boulevard	40.4	8:33	2:03	2:29	9:43
10:38	3:29	6:04	9:49	5.6	†University Club Hgts.	39.7	8:31	2:01	2:27	9:41
10:40	3:31	6:06	9:51	6.6	†Park Manor	88.7	8:28	1:58	2:24	9:38
10:43	3:34	6:09	9:54	7.3	†St. Louis Park	38.0	8:26	1:55	2:23	9:37
10:46	3:36	6:10	9:56	8.3	†Excelsior Avenue	37.0	8:23	1:53	2:22	9:34
10:47	3:38	6:12	9:57	8.7	†Brookside Avenue	36.6	8:22	1:52	2:21	9:33
10:48	3:39	6:13	9:58	8.9	†Lucius	36.4	8:21	1:51	2:20	9:32
10:49	3:40	6:14	9:59	9.2	†Grand View Heights	36.1	8:20	1:50	2:19	9:30
10:52	3:43	6:17	10:02	10.4	†Warden	34.9	8:17	1:47	2:16	9:25
10:54	3:45	6:19	10:04	11.1	†Perry	34.2	8:16	1:46	2:15	9:23
10:56	3:47	6:21	10:06	12.1	†Cahill	33.2	8:13	1:43	2:12	9:20
10:57	3:48	6:22	10:07	12.7	†Atwood	32.6	8:11	1:41	2:10	9:19
10:59	3:50	6:24	10:09	13.6	†Harrington Heights	31.7	8:09	1:40	2:09	9:17
11:03	3:54	6:28	10:13	15.4	†Bush Lake	29.9	8:06	1:38	2:06	9:14
11:05	3:56	6:29	10:14	15.9	†Hyland Lake	29.4	8:03	1:36	2:04	9:12
11:07	3:58	6:31	10:16	16.3	†Kelley	29.0	8:02	1:35	2:03	9:10
11:08	3:59	6:32	10:17	16.8	†Nesbitt	28.5	8:01	1:34	2:02	9:08
11:10	4:02	6:35	10:20	17.6	‡Auto Club	27.7	7:58	1:32	2:00	9:05
P. M.	4:04	6:37	10:22	18.6	†Valley View	26.7	7:55	1:29	P. M.	9:01
Arrive	4:06	6:39	10:24	19.4	†Savage	25.9	7:53	1:27	Leave	8:58
	4:15	6:48	10:33	22.3	†Foley	23.0	7:49	1:23		8:54
	4:18	6:51	10:36	23.8	†Orchard Gardens	21.5	7:45	1:19		8:50
	4:20	6:53	10:38	25.4	†Horse Shoe Lake	19.9	7:42	1:17		8:47
	4:22	6:55	10:40	26.2	†Orchard Lake	19.1	7:40	1:15		8:45
	4:26	6:59	10:44	28.5	†Oak Dale	16.8	7:35	1:07		8:38
	4:27	7:00	10:45	28.9	†Oak Glen	16.9	7:34	1:06		8:37
	4:28	7:01	10:46	29.4	†Summit	15.9	7:33	1:05		8:36
	4:30	7:03	10:48	30.2	†Antlers Park	15.1	8:32	1:04		8:35
	4:32	7:05	10:50	31.3	‡Lakeville	14.0	7:29	1:02		8:32
	4:34	7:07	10:52	32.1	†Vrooman	13.2	7:27	12:59		8:30
	4:38	7:11	10:56	33.4	†Livingston	11.9	7:23	12:55		8:24
	4:40	7:13	10:58	35.2	†Pool's Crossing	10.1	7:20	12:52		8:23
	4:41	7:14	10:59	35.8	†Eureka Center	9.5	7:19	12:51		8:22
	4:42	7:15	11:00	36.4	†Forstrom	8.9	7:18	12:50		8:20
	4:44	7:17	11:02	37.4	†Christiana	7.9	7:16	12:48		8:18
	4:47	7:20	11:05	39.0	†Greenvale	6.3	7:13	12:45		8:14
	4:49	7:23	11:08	40.1	†Manhart	5.2	7:11	12:43		8:12
	4:51	7:25	11:10	40.8	†Balaclague	4.5	7:10	12:41		8:10
	4:52	7:26	11:11	41.2	†Shumway	4.1	7:09	12:39		8:08
	4:54	7:29	11:14	43.3	†Simpson Orchards	2.0	7:06	12:36		8:05
	5:00	7:35	11:20	45.3	Northfield	0.0	7:00	12:30		8:00
	P. M. Arrive	P. M. Arrive	A. M. Arrive				A. M. Leave	P. M. Leave		P. M. Leave

Light face type indicates A.M. **Dark face type indicates P.M.** †Trains stop on signal only. ‡Regular stop.
To signal a train, wave hand during the day, show a light by striking a match or otherwise at night.

SOUTHBOUND (Read Down)											NORTHBOUND (Read Up)							
Sun. Only 39	Daily 37	Daily 35	Daily 33	Daily 31	Daily 29	Daily 27	Daily 25	Miles from Fifty-Fourth Street	STATIONS	Miles from Auto Club	Daily 26	Daily 28	Daily 30	Daily 32	Daily 34	Daily 36	Daily 38	Sun. Only
Lv. P.M.	Lv. P.M.	Lv. P.M.	Lv. P.M.	Lv. P.M.	Lv. P.M.	Lv. A.M.	Lv. A.M.				Ar. A.M.	Ar. A.M.	Ar. A.M.	Ar. P.M.	Ar. P.M.	Ar. P.M.	Ar. P.M.	Ar. P.M.
1:20	10:30	7:00	5:40	3:40	12:50	9:35	7:50	0.0	Fifty-Fourth Street	9.8	7:10	9:10	11:05	2:15	5:05	6:55	8:20	11:50
1:25	10:35	7:05	5:45	3:45	12:55	9:40	7:55	0.7	†Bachman	9.1	7:05	9:05	11:00	2:10	5:00	6:50	8:15	11:45
1:27	10:37	7:07	5:47	3:47	12:57	9:42	7:57	1.4	†Goodspeed	8.4	7:02	9:02	10:57	2:07	4:57	6:48	8:13	11:43
1:29	10:40	7:10	5:50	3:50	1:00	9:44	8:00	2.1	†Irwin	7.7	6:59	8:59	10:54	2:04	4:54	6:46	8:11	11:41
1:33	10:44	7:14	5:54	3:54	1:04	9:49	8:03	3.3	†Wilson	6.5	6:56	8:56	10:51	2:01	4:51	6:43	8:08	11:38
1:38	10:49	7:19	5:59	3:59	1:09	9:54	8:07	4.7	†Lynn Road	5.1	6:51	8:52	10:46	1:56	4:46	6:40	8:04	11:34
1:42	10:54	7:24	6:04	4:04	1:14	9:59	8:11	5.5	†Oxboro Heath	4.3	6:46	8:48	10:41	1:51	4:41	6:37	8:01	11:31
1:45	10:56	7:26	6:06	4:06	1:16	10:01	8:13	6.0	†Edgewood	3.8	6:44	8:45	10:39	1:49	4:39	6:35	7:58	11:28
1:47	10:58	7:28	6:08	4:08	1:18	10:03	8:15	6.6	†Bloomington	3.2	6:42	8:42	10:37	1:47	4:37	6:34	7:57	11:27
1:49	11:03	7:33	6:13	4:13	1:23	10:08	8:18	7.9	†Palmer	1.9	6:37	8:37	10:32	1:42	4:32	6:30	7:52	11:22
1:51	11:06	7:36	6:16	4:16	1:26	10:11	8:21	8.8	†Bluff Park	1.0	6:34	8:34	10:29	1:39	4:29	6:28	7:49	11:19
1:55	11:10	7:40	6:20	4:20	1:30	10:15	8:25	9.8	Auto Club	0.0	6:30	8:30	10:25	1:35	4:25	6:25	7:45	11:15
P.M. Ar.	P.M. Ar.	P.M. Ar.	P.M. Ar.	P.M. Ar	P.M. Ar.	A.M. Ar.	A.M. Ar.				A.M. Lv.	A.M. Lv.	A.M. Lv.	P.M. Lv.	P.M. Lv.	P.M. Lv.	P.M. Lv.	P.M. Lv.

Minneapolis Northfield & Southern Railway
NORTHFIELD SOUTHERN
TIME TABLE No. 3

Effective Sunday December 29, 1918 Subject to Change Without Notice

SOUTHBOUND									NORTHBOUND				
99	9	7	5	3	1				2	4	6	8	98
Mixed Freight and Pass. Daily Except Sunday and Holidays	Pass. Saturday Sunday and Holidays	Pass. Sunday and Holidays	Pass and Milk Sunday and Holidays	Pass. Daily	Pass. Daily	Miles from Minneapolis	STATIONS	Miles from Northfield	Pass. Daily	Pass. Daily	Pass. and Milk Sunday and Holidays	Pass. Saturday Sunday and Holidays	Mixed Freight and Pass. Daily Except Sunday and Holidays
Leave A. M.	Leave P. M.	Leave P. M.	Leave A. M.	Leave P. M.	Leave A. M.				Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.
3:00	......	12:20	......	6:15	11:40	0.0	Minneapolis (7th St.)	45.3	9:00	5:55	12:05	......	12:30
3:20	......	12:32	......	6:27	11:52	3.2	†Luce Line Junction	42.1	8:48	5:43	11:52		12:15
3:25	......	12:37	......	6:31	11:56	4.9	†Superior Boulevard	40.4	8:43	5:39	11:45	......	12:10
......	......	12:39	......	6:33	11:58	5.6	†University Club Hgts.	39.7	8:41	5:37	11:43	......	......
......	......	12:41	......	6:35	12:00	6.6	†Park Manor	38.7	8:39	5:35	11:41	......	......
3:35	......	12:44	......	6:38	12:03	7.3	†St. Louis Park	38.0	8:37	5:32	11:37	......	12:03
......	......	12:46	......	6:40	12:06	8.3	†Excelsior Ave	37.0	8:34	5:30	11:34	......	......
......	......	12:48	......	6:42	12:07	8.7	†Thompson	36.6	8:32	5:28	11:32	......	......
......	......	[illegible]	......	6:44	12:09	8.9	†Brookside	36.[illegible]	8:30	5:26	11:30	......	11:50
......	......	12:51	......	6:46	12:10	9.2	†Grand View Heights	36.1	8:29	5:25	11:29	......	......
......	......	12:54	......	6:48	12:13	10.4	†Warden	34.9	8:28	5:22	11:26	......	......
......	......	12:56	......	6:50	12:15	11.1	†Perry	34.2	8:25	5:20	11:23	......	......
3:55	......	12:58	......	6:52	12:17	12.1	†Cahill	33.2	8:23	5:18	11:20	......	11:40
......	......	12:59	......	6:53	12:18	12.7	†Atwood	32.6	8:21	5:17	11:18	......	......
......	......	1:01	......	6:55	12:20	13.6	†Harrington Heights	31.7	8:20	5:15	11:15	......	......
......	......	1:05	......	6:59	12:24	15.4	†Bush Lake	29.9	8:18	5:11	11:10	......	......
......	......	1:06	......	7:00	12:25	15.9	†Hyland Lake	29.4	8:14	5:10	11:08	......	......
......	P. M.	1:07	A. M.	7:01	12:26	16.3	†Kelley	29.0	8:12	5:09	11:06	Arrive	......
4:20	Leave	1:09	Leave	7:03	12:28	16.8	†Nesbitt	28.5	8:10	5:07	11:03	P. M.	11:25
4:30	3:01	1:12	7:36	7:06	12:31	17.6	‡Auto Club	27.7	8:09	5:04	11:00	9:04	11:20
......	3:03	......	7:38	7:08	12:33	18.6	†Valley View	26.7	8:06	5:00	10:55	9:00	......
5:00	3:06	Arrive	7:41	7:11	12:36	19.4	†Savage	25.9	8:04	4:58	10:52	8:58	11:10
......	3:15	P. M	7:53	7:20	12:46	22.3	†Whittier	23.0	8:02	4:52	10:47	8:55	......
5:25	3:18	......	7:57	7:23	12:48	23.8	†Orchard Gardens	21.5	7:53	4:50	10:45	8:53	10:45
......	3:20	......	7:59	7:25	12:50	25.4	†Horse Shoe Lake	19.9	7:50	4:48	10:42	8:50	......
5:40	3:22	......	8:02	7:27	12:52	26.2	†Orchard Lake	19.1	7:48	4:46	10:40	8:48	10:30
......	3:27	......	8:08	7:31	12:56	28.5	†Oak Dale	16.8	7:46	4:40	10:36	8:42	......
......	3:28	......	8:10	7:32	12:57	28.9	†Oak Glen	16.9	7:42	4:39	10:35	8:41	......
......	3:29	......	8:11	7:33	12:58	29.4	†Summit	15.9	7:41	4:38	10:33	8:40	......
6:00	3:31	......	8:14	7:35	1:00	30.2	†Antlers Park	15.1	7:40	4:36	10:30	8:38	10:10
6:15	3:35	......	8:20	7:38	1:03	31.3	‡Lakeville	14.0	7:38	4:34	10:27	8:36	10:05
......	3:37	......	8:23	7:40	1:05	32.1	†Vrooman	13.2	7:36	4:32	10:20	8:34	......
......	3:41	......	8:28	7:44	1:09	33.4	†Livingston	11.9	7:34	4:28	10:15	8:30	......
......	3:45	......	8:32	7:48	1:13	35.2	†Pools Crossing	10.1	7:30	4:26	10:12	8:28	......
6:35	3:46	......	8:34	7:49	1:14	35.8	†Eureka Center	9.5	7:28	4:25	10:10	8:27	9:45
......	3:48	......	8:36	7:51	1:16	36.4	†Forstrom	8.9	7:27	4:24	10:08	8:26	......
6:45	3:50	......	8:38	7:53	1:18	37.4	†Christina	7.9	7:26	4:22	10:05	8:24	9:40
......	3:54	......	8:42	7:57	1:22	39.0	†Greenvale	6.3	7:24	4:19	10:01	8:21	......
6:55	3:55	......	8:45	8:00	1:25	40.1	†Manhart	5.2	7:21	4:17	9:58	8:18	9:30
......	3:57	......	8:47	8:02	1:27	40.8	†Balaclague	4.5	7:19	4:15	9:56	8:16	......
......	3:59	......	8:48	8:04	1:29	41.2	†Shumway	4.1	7:17	4:13	9:54	8:15	......
......	4:02	......	8:52	8:08	1:33	43.3	†Simpson Orchards	2.0	7:16	4:09	9:48	8:12	......
A7:14 L7:45	4:05	......	8:55	8:10	1:35	00.0	†Simpson Jct.	0.0	7:14	4:05	9:45	8:10	9:20
8:00	4:10	......	9:00	8:15	1:40	45.3	Northfield	0.0	7:10	4:00	9:40	8:05	9:00
A. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive	P. M. Arrive	P. M. Arrive				A. M. Leave	P. M Leave	A. M. Leave	P. M. Leave	A. M. Leave

SOUTHBOUND								Time Table No. 3 Effective Sunday December 29, 1918		NORTHBOUND						
37	35	33	31	29	27	25				26	28	30	32	34	36	38
Pass. Sat. Sun. and Holidays	Pass. Sun. and Holidays	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Miles from Fifty-Fourth Street	STATIONS	Miles from Auto Club	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Sun. and Holidays	Pass. Sat. Sun. and Holidays
Leave P. M.	Leave A. M.	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.	Leave A. M.				Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.
2:30	7:00	6:25	3:40	11:50	7:50	5:50	0.0	Fifty-Fourth St.	10.2	7:15	9:15	1:25	5:10	8:00	1:55	9:40
2:35	7:05	6:30	3:45	11:55	7:55	5:55	1.1	†Bachman	9.1	7:10	9:10	1:20	5:05	7:55	1:50	9:35
2:37	7:07	6:32	3:47	11:57	7:57	5:57	1.7	†Goodspeed	8.5	7:07	9:07	1:17	5:03	7:53	1:48	9:33
2:39	7:09	6:34	3:49	11:59	7:59	5:59	2.4	†Irwin	7.8	7:05	9:05	1:15	5:01	7:51	1:46	9:31
2:40	7:11	6:37	3:53	12:03	8:03	6:03	3.2	†Wilson	7.0	6:59	8:59	1:09	4:55	7:46	1:43	9:28
2:45	7:15	6:41	3:57	12:07	8:07	6:07	4.6	†Lynn Road	5.6	6:55	8:55	1:05	4:51	7:41	1:39	9:24
2:46	7:18	6:45	4:00	12:10	8:10	6:10	5.8	†Oxboro Heath	4.8	6:52	8:52	1:02	4:48	7:38	1:36	9:21
2:47	7:20	6:47	4:02	12:12	8:13	6:12	6.0	†Edgewood	4.2	6:50	8:50	1:00	4:45	7:35	1:34	9:19
2:49	7:23	6:50	4:06	12:15	8:14	6:15	6.7	†Bloomington	3.5	6:48	8:48	12:58	4:43	7:33	1:32	9:17
2:53	7:28	6:54	4:10	12:19	8:18	6:18	8.0	†Palmer	2.8	6:44	8:44	12:54	4:39	7:29	1:27	9:12
2:56	7:31	6:58	4:13	12:22	8:21	6:21	8.8	†Bluff Park	1.3	6:40	8:40	12:50	4:35	7:25	1:22	9:09
3:00	7:35	7:00	4:20	12:30	8:25	6:25	10.2	†Auto Club	0.0	6:35	8:35	12:45	4:30	7:20	1:15	9:05
P. M. Arrive	A. M. Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive	A. M. Arrive				A. M. Leave	A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave

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Northfield Southern

Minneapolis Passenger Station

Seventh Street and Second Avenue North.

For information regarding trains call
N. W. Phone, Colfax 7551; Tri-State, 64446.

WHY YOU SHOULD TRAVEL
via
NORTHFIELD SOUTHERN

Because it aims to please its patrons. Its cars are equipped with latest appliances for sanitation, ventilation and convenience for comfort. Frequent and fast train service. No smoke or cinders. Low passenger fares.

Take the "54th Street and Columbia Heights" street car going south to end of car line to the 54th street depot.

SPECIAL TRAINS

Special trains for picnics, theatre parties, college entertainments, athletic contests, lodge visitations, business or pleasure trips, can be arranged for at a nominal cost.

For further information address the

GENERAL PASSENGER AGENT
Seventh Street and Second Avenue North,
Minneapolis, Minn.

Minneapolis Northfield & Southern Railway Co.

Time Table No. 2 Effective Dec. 1, 1918

Subject to change without notice.

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Minimum rate per coupon five (5) cents.

Limited to individual use of purchaser during 27-day period (exclusive of Sundays and holidays) in books of 54 coupons—77½% of regular one-way fare.

Limited to use of purchaser and members of same family, and valid for passage one (1) year from date issued, in books of 50 coupons—90% of regular one-way fare.

Limited to individual use of purchaser and valid for passage one (1) year from date issued:
In books of 10 coupons, 95% of regular one-way fare.
In books of 25 coupons, 92½% of regular one-way fare.
In books of 50 coupons, 87½% of regular one-way fare.

Employees are required to give courteous consideration to the requests of patrons.

For information, telephone: N. W. Colfax 7551; T. S. 64446.

Seventh Street and Second Avenue North.
Minneapolis, Minn.

Minneapolis Northfield & Southern Railway
NORTHFIELD SOUTHERN
TIME TABLE No. 3

Effective Sunday December 29, 1918 Subject to Change Without Notice

SOUTHBOUND								NORTHBOUND			
9	7	5	3	1				2	4	6	8
Pass. Saturday Sunday and Holidays	Pass. Sunday and Holidays	Pass. and Milk Daily	Pass. Daily	Pass. Daily	Miles from Minneapolis	STATIONS	Miles from Northfield	Pass. Daily	Pass. Daily	Pass. and Milk Daily	Pass. Saturday Sunday and Holidays
Leave P. M.	Leave P. M.	Leave A. M.	Leave P. M.	Leave A. M.				Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.
....	12:20	....	6:15	11:40	0.0	Minneapolis (7th St.)	45.3	9:00	5:55	12:05	....
....	12:32	....	6:27	11:52	3.2	†Luce Line Junction..	42.1	8:48	5:43	11:52	
....	12:37	....	6:31	11:56	4.9	†Superior Boulevard..	40.4	8:43	5:39	11:45	
....	12:39	....	6:33	11:58	5.6	†University Club Hgts.	39.7	8:41	5:37	11:43	....
....	12:41	....	6:35	12:00	6.6	†Park Manor........	38.7	8:39	5:35	11:41	....
....	12:44	....	6:38	12:03	7.3	†St. Louis Park......	38.0	8:37	5:32	11:37	....
....	12:46	....	6:40	12:05	8.3	†Excelsior Ave.......	37.0	8:34	5:30	11:34	....
....	12:48	....	6:42	12:07	8.7	†Thompson..........	36.6	8:32	5:28	11:32	....
....	12:50	....	6:44	12:09	8.9	†Brookside..........	36.4	8:30	5:26	11:30	....
....	12:51	....	6:45	12:10	9.2	†Grand View Heights..	36.1	8:29	5:25	11:29	....
....	12:54	....	6:48	12:13	10.4	†Warden............	34.9	8:28	5:22	11:26	....
....	12:56	....	6:50	12:15	11.1	†Perry..............	34.2	8:25	5:20	11:23	....
....	12:58	....	6:52	12:17	12.1	†Cahill..............	33.2	8:23	5:18	11:20	....
....	12:59	....	6:53	12:18	12.7	†Atwood............	32.6	8:21	5:17	11:18	....
....	1:01	....	6:55	12:20	13.6	†Harrington Heights..	31.7	8:20	5:15	11:15	....
....	1:05	....	6:59	12:24	15.4	†Bush Lake..........	29.9	8:18	5:11	11:10	....
....	1:06	....	7:00	12:25	15.9	†Hyland Lake........	29.4	8:14	5:10	11:08	....
P. M.	1.07	A. M.	7:01	12:26	16.3	†Kelley.............	29.0	8:12	5:09	11:06	Arrive
Leave	1:09	Leave	7:03	12:28	16.8	†Nesbitt............	28.5	8:10	5:07	11:03	P. M.
3:01	1:12	7:36	7:06	12:31	17.6	‡Auto Club..........	27.7	8:09	5:04	11:00	9:04
3:03	....	7:38	7:08	12:33	18.6	†Valley View.........	26.7	8:06	5:00	10:55	9:00
3:06	Arrive	7:41	7:11	12:36	19.4	†Savage.............	25.9	8:04	4:58	10:52	8:58
3:15	P. M.	7:53	7:20	12:45	22.3	†Whittier...........	23.0	8:02	4:52	10:47	8:55
3:18	....	7:57	7:23	12:48	23.8	†Orchard Gardens....	21.5	7:53	4:50	10:45	8:53
3:20	....	7:59	7:25	12:50	25.4	†Horse Shoe Lake....	19.9	7:50	4:48	10:42	8:50
3:22	....	8:02	7:27	12:52	26.2	†Orchard Lake.......	19.1	7:48	4:46	10:40	8:48
3:27	....	8:08	7:31	12:56	28.5	†Oak Dale...........	16.8	7:46	4:40	10:36	8:42
3:28	....	8:10	7:32	12:57	28.9	†Oak Glen...........	16.9	7:42	4:39	10:35	8:41
3:29	....	8:11	7:33	12:58	29.4	†Summit............	15.9	7:41	4:38	10:33	8:40
3:31	....	8:14	7:35	1:00	30.2	†Antlers Park........	15.1	7:40	4:36	10:30	8:38
3:35	....	8:20	7:38	1:03	31.3	‡Lakeville...........	14.0	7:38	4:34	10:27	8:36
3:37	....	8:23	7:40	1:05	32.1	†Vrooman...........	13.2	7:36	4:32	10:20	8:34
3:41	....	8:28	7:44	1:09	33.4	†Livingston..........	11.9	7:34	4:28	10:15	8:30
3:45	....	8:32	7:48	1:13	35.2	†Pools Crossing......	10.1	7:30	4:26	10:12	8:28
3:46	....	8:34	7:49	1:14	35.8	†Eureka Center......	9.5	7:28	4:25	10:10	8:27
3:48	....	8:36	7:51	1:16	36.4	†Forstrom...........	8.9	7:27	4:24	10:08	8:26
3:50	....	8:38	7:53	1:18	37.4	†Christina..........	7.9	7:26	4:22	10:05	8:24
3:54	....	8:42	7:57	1:22	39.0	†Greenvale..........	6.3	7:24	4:19	10:01	8:21
3:55	....	8:45	8:00	1:25	40.1	†Manhart...........	5.2	7:21	4:17	9:58	8:18
3:57	....	8:47	8:02	1:27	40.8	†Balaclague.........	4.5	7:19	4:15	9:56	8:16
3:59	....	8:48	8:04	1:29	41.2	†Shumway..........	4.1	7:17	4:13	9:54	8:15
4:02	....	8:52	8:08	1:33	43.3	†Simpson Orchards...	2.0	7:16	4:09	9:48	8:12
4:05	....	8:55	8:10	1:35	00.0	†Simpson Jct.........	0.0	7:14	4:05	9:45	8:10
4:10	....	9:00	8:15	1:40	45.3	Northfield..........	0.0	7:10	4:00	9:40	8:05
P. M. Arrive	P. M. Arrive	A. M. Arrive	P. M. Arrive	P. M. Arrive				A. M. Leave	P. M. Leave	A. M. Leave	P. M. Leave

SOUTHBOUND								Time Table No. 3 Effective Sunday December 29, 1918		NORTHBOUND						
37	35	33	31	29	27	25				26	28	30	32	34	36	38
Pass. Sat. Sun. and Holidays	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Miles from Fifty-Fourth Street	STATIONS	Miles from Auto Club	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Sat. Sun. and Holidays
Leave P. M.	Leave A. M.	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.	Leave A. M.				Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.
2:30	7:00	6:25	3:40	11:50	7:50	5:50	0.0	Fifty-Fourth St......	10.2	7:15	9:15	1:25	5:10	8:00		9:40
2:35	7:05	6:30	3:45	11:55	7:55	5:55	1.1	†Bachman..........	9.1	7:10	9:10	1:20	5:05	7:55	1:50	9:35
2:37	7:07	6:32	3:47	11:57	7:57	5:57	1.7	†Goodspeed.........	8.5	7:07	9:07	1:17	5:03	7:53	1:48	9:33
2:39	7:09	6:34	3:49	11:59	7:59	5:59	2.4	†Irwin..............	7.8	7:05	9:05	1:15	5:01	7:51	1:46	9:31
2:40	7:11	6:37	3:53	12:03	8:03	6:03	3.2	†Wilson.............	7.0	6:59	8:59	1:09	4:55	7:45	1:43	9:28
2:45	7:15	6:41	3:57	12:07	8:07	6:07	4.6	†Lynn Road.........	5.6	6:55	8:55	1:05	4:51	7:41	1:39	9:24
2:46	7:18	6:45	4:00	12:10	8:10	6:10	5.8	†Oxboro Heath.......	4.8	6:52	8:52	1:02	4:48	7:38	1:36	9:21
2:47	7:20	6:47	4:02	12:12	8:13	6:12	6.0	†Edgewood..........	4.2	6:50	8:50	1:00	4:45	7:35	1:34	9:19
2:49	7:23	6:50	4:06	12:15	8:14	6:15	6.7	†Bloomington........	3.5	6:48	8:48	12:58	4:43	7:33	1:32	9:17
2:53	7:28	6:54	4:10	12:19	8:18	6:18	8.0	†Palmer.............	2.8	6:44	8:44	12:54	4:39	7:29	1:27	9:12
2:56	7:31	6:58	4:13	12:22	8:21	6:21	8.8	†Bluff Park..........	1.3	6:40	8:40	12:50	4:35	7:25	1:22	9:09
3:00	7:35	7:05	4:20	12:30	8:25	6:25	10.2	†Auto Club..........	0.0	6:35	8:35	12:45	4:30	7:20	1:16	9:05
P. M. Arrive	A. M. Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive	A. M. Arrive				A. M. Leave	A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave

Ligth face type indicates A. M. **Dark face type indicates** P. M. †Trains stop on signal only. **‡Regular stop.**
To **signal a train, wave hand during the day**, show a light by **striking a match or otherwise at night.**

Minneapolis Northfield & Southern Railway
NORTHFIELD SOUTHERN
TIME TABLE No. 4

Effective Sunday July 20, 1919

Subject to Change Without Notice

SOUTHBOUND									NORTHBOUND				
11	9	7	5	3	1	Miles from Minneapolis	STATIONS	Miles from Northfield.	2	4	6	8	10
Saturday and Sunday	Pass. Daily	Pass. Daily	Pass Daily	Pass. and Milk Daily	Pass. Daily Except Sunday				Daily Except Sunday	Pass. Daily	Pass. and Milk Daily	Pass. Daily	Saturday and Sunday
Leave P. M.	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.	Leave A. M.				Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P.M.
NOTE—Departs from 54 St. runs through to Northfield without change of cars.	6:15	12:30	11:40	NOTE—Departs from 54th St. and runs through to Northfield without change of cars.	NOTE—Departs from shops and runs through to Antlers Park without change of cars.	0.0	Minneapolis (7th St.)	45.3	NOTE—Departs from Antlers Park and runs through to 54th Street without change of cars.	9:05	12:15	5:55	NOTE—Departs from Northfield and runs through to 54th Street without change of cars.
	6:27	12:42	11:52			3.2	†Luce Line Junction	42.1		8:53	12:01	5:43	
	6:31	12:46	11:56			4.9	†Superior Boulevard	40 4		8:48	11:56	5:38	
	6:33	12:48	11:58			5.6	†University-Club Hgts.	39.7		8:45	11:54	5:36	
	6:35	12:50	12:00			6.6	†Park Manor	38.7		8:42	11:52	5:34	
	6:38	12:52	12:03			7.3	†St. Louis Park	38.0		8:39	11:50	5:32	
	6:40	12:54	12:05			8.3	†Excelsior Ave	37.0		8:37	11:48	5:30	
	6:42	12:56	12:07			8.7	†Thompson	36.6		8:36	11:46	5:28	
	6:44	12:58	12:09			8.9	†Brookside	36.4		8:34	11:44	5:26	
	6:45	1:01	12:10			9.2	†Grand View Heights.	36.1		8:33	11:42	5:25	
	6:48	1:03	12:13			10.4	†Warden	34.9		8:31	11:39	5:22	
	6:50	1:05	12:15			11.1	†Perry	34 2		8:28	11:36	5:20	
	6:52	1:06	12:17			12.1	†Cahill	33.2		8:26	11:34	5:18	
	6:53	1:07	12:18			12.7	†Atwood	32 6		8:24	11:31	5:17	
	6:55	1:09	12:20			13.6	†Harrington Heights	31.7		8:23	11:26	5:15	
	6:59	1:12	12:24			15.4	†Bush Lake	29.9		8:21	11:24	5:11	
	7:00	1:13	12:25			15.9	†Hyland Lake	29.4		8:18	11:23	5:10	
P. M. Leave	7:01	1.14	12:26	Leave A. M.	Leave A. M.	16.3	†Kelley	29.0	Arrive A M	8:16	11:21	5:09	Arrive P. M.
	7:03	1:16	12:28			16.8	†Nesbitt	28.5		8:15	11:19	5:07	
3:01	7:06	1:19	12:31	7:33	5:39	17.6	‡Auto Club	27.7	6:57	8:14	11:15	5:04	9:08
3:03	7:08	....	12:33	7:35	5:41	18.6	†Valley View	26.7	6:52	8:10	11:09	5:00	9:04
3:06	7:11	Arrive P. M.	12:36	7:38	5:45	19.4	†Savage	25.9	6:50	8:08	11:05	4:58	9:02
3:15	7:20		12:45	7:47	5:51	22.3	†Whittier	23.0	6:48	8:06	10:57	4:52	8:55
3:18	7:23	....	12:48	7:58	5:58	23.8	†Orchard Gardens	21 5	6:39	7:58	10:50	4:50	8:53
3:20	7:25	....	12:50	8:00	6:00	25.4	†Horse Shoe Lake	19 9	6:37	7:55	10:46	4:48	8:50
3:22	7:27	....	12:52	8:02	6:02	26.2	†Orchard Lake	19 1	6:35	7:53	10:43	4:46	8:48
3:27	7:31	....	12:56	8:08	6:06	28.5	†Oak Dale	16.8	6:31	7:51	10:38	4:40	8:42
3:28	7:32	....	12:57	8:10	6:08	28.9	†Oak Glen	16.9	6:27	7:47	10:36	4:39	8:41
3:29	7:33	....	12:58	8:11	6:11	29.4	†Summit	15.9	6:26	7:46	10:32	4:38	8:40
3:31	7:35	....	1:00	8:14	6:15	30.2	†Antlers Park	15.1	6:25	7:45	10:28	4:36	8:38
3:35	7:38	....	1:03	8:20	....	31.3	‡Lakeville	14.0	....	7:43	10:25	4:34	8:36
3:37	7:40	....	1:05	8:23	....	32.1	†Vrooman	13.2	....	7:41	10:17	4:31	8:34
3:41	7:44	....	1:09	8:28	....	33.4	†Livingston	11.9	....	7:39	10:08	4:28	8:30
3:45	7:48	....	1:13	8:32	....	35.2	†Pools Crossing	10.1	....	7:35	10:06	4:25	8:28
3:46	7:49	....	1:14	8:34	....	35.8	†Eureka Center	9.5	....	7:33	10:03	4:23	8:27
3:48	7:51	....	1:16	8:36	....	36.4	†Forstrom	8.9	....	7:29	10:01	4:21	8:26
3:50	7:53	....	1:18	8:38	....	37.4	†Christiana	7.9	....	7:27	9:58	4:20	8:24
3:54	7:57	....	1:22	8:42	....	39.0	†Greenvale	6.3	....	7:25	9:54	4:17	8:21
3:55	8:00	....	1:25	8:45	....	40.1	†Manhart	5.2	....	7:23	9:51	4:14	8:18
3:57	8:02	....	1:27	8:47	....	40.8	†Balaclague	4 5	....	7:20	9:50	4:11	8:16
3:59	8:04	....	1:29	8:48	....	41.2	†Shumway	4.1	....	7:18	9:48	4:09	8:15
4:02	8:08	....	1:33	8:52	....	43.3	†Simpson Orchards	2.0	....	7:16	9:42	4:07	8:12
4:05	8:10	....	1:35	8:55	....	00.0	†Simpson Jct.	0.0	....	7:14	9:40	4:05	8:10
4:10	8:15	....	1:40	9:00	....	45.3	Northfield	0.0	....	7:10	9:35	4:00	8:05
P. M. Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive	A. M. Arrive				A. M. Leave	A. M. Leave	A. M. Leave	P. M. Leave	P. M. Leave

SOUTHBOUND										NORTHBOUND						
37	35	33	31	29	27	25	Miles from Fifty-Fourth Street	Time Table No. 4 Effective Sunday July 20, 1919 STATIONS	Miles from Auto Club	26	28	30	32	34	36	38
Pass. Sat. and Sun.	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily Except Sun.				Pass. Daily Except Snn.	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Sat. and Sun.
Leave P. M.	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.	Leave A. M.	Leave A. M.				Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.
2:30	6:25	3:40	11:50	7:50	7:00		0.0	Fifty-Fourth St.	10.2	7:30	9:15	1:25		5:45	8:00	9:40
2:35	6:30	3:45	11:55	7:55	7:04	5:16	1.1	†Bachman	9.1	7:25	9:10	1:20	1:50	5:40	7:55	9:36
2:37	6:32	3:47	11:57	7:57	7:06	5:17	1.7	†Goodspeed	8.5	7:24	9:07	1:16	1:48	5:35	7:51	9:32
2:39	6:34	3:49	11:59	7:59	7:08	5:19	2.4	†Irwin	7.8	7:22	9:05	1:13	1:46	5:33	7:48	9:30
2:40	6:37	3:53	12:03	8:03	7:09	5:21	3.2	†Wilson	7.0	7:19	8:59	1:07	1:44	5:30	7:45	9:28
2:45	6:41	3:57	12:07	8:07	7:11	5:24	4.6	†Lynn Road	5.6	7:15	8:55	1:05	1:40	5:26	7:40	9:24
2:46	6:45	4:00	12:10	8:10	7:14	5:26	5.8	†Oxboro Heath	4.8	7:14	8:52	1:02	1:38	5:23	7:38	9:22
2:47	6:47	4:02	12:12	8:13	7:16	5:28	6.0	†Edgewood	4.2	7:12	8:50	1:00	1:36	5:20	7:35	9:20
2:49	6:50	4:06	12:15	8:14	7:19	5:30	6.7	†Bloomington	3.5	7:10	8:48	12:58	1:34	5:18	7:33	9:18
2:52	6:54	4:10	12:19	8:18	7:21	5:33	8 0	†Palmer	2.8	7:06	8:44	12:54	1:31	5:14	7:29	9:15
2:55	6:58	4:13	12:22	8:21	7:24	5:35	8.8	†Bluff Park	1.3	7:03	8:40	12:50	1:29	5:10	7:25	9:13
3:00	7:05	4:20	12:30	8:25	7:29	5:38	10.2	†Auto Club	0.0	6:58	8:35	12:45	1:22	5:05	7:20	9:09
P. M Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive	A. M. Arrive	A. M. Arrive				A. M. Leave	A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave

Light face type indicates A. M. Dark face type indicates P. M. †Trains stop on signal only. ‡Regular stop.
To signal a train, wave hand during the day, show a light by striking a match or otherwise at night.

Minneapolis, Northfield & Southern Railway

"SOUTHERN"

TIME TABLE No. 6

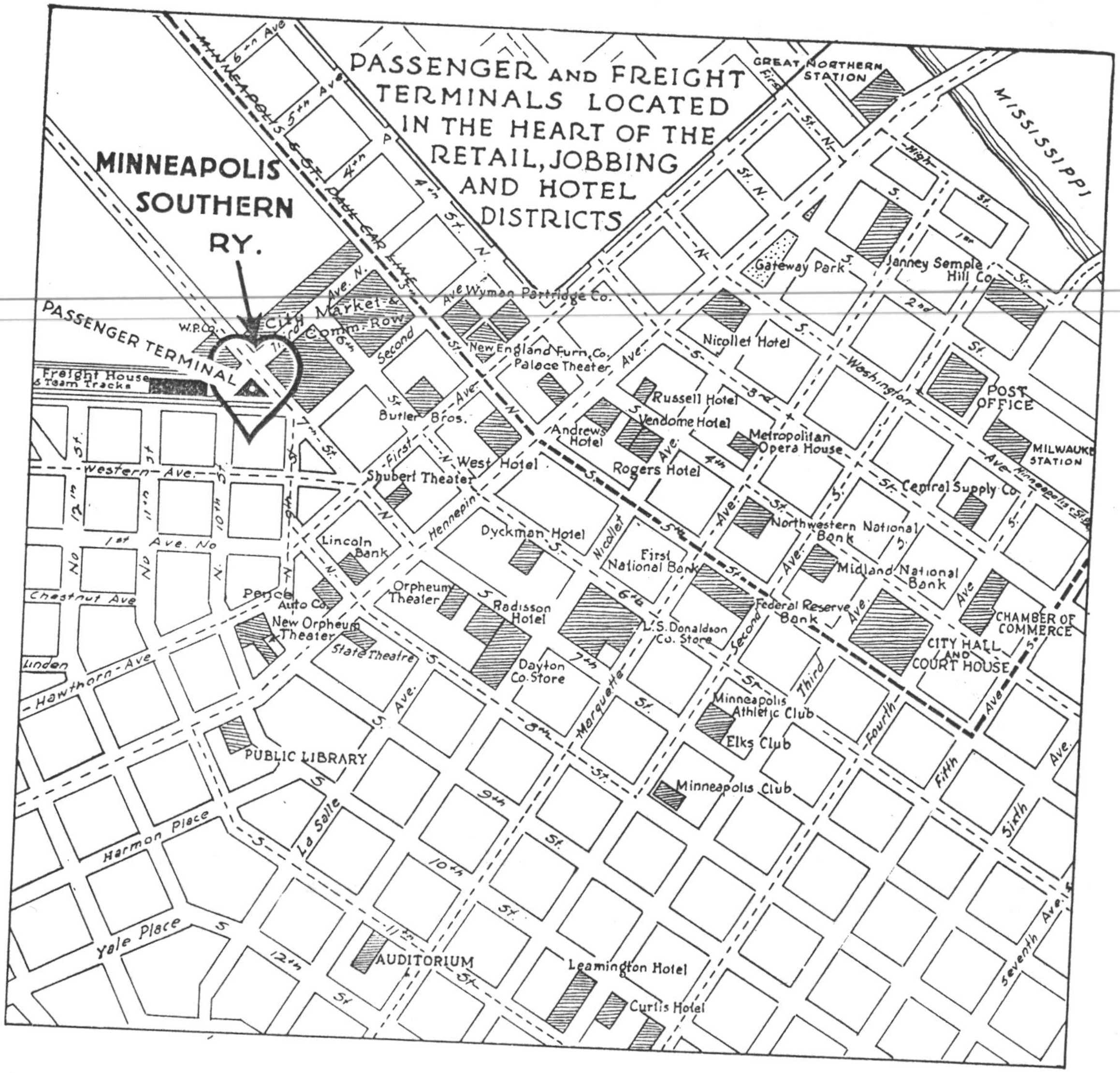
Effective Sunday May 1st, 1921

SOUTH-BOUND Read Down					NORTH-BOUND Read Up				
7	5	3	1		2	4	6	8	10
Passenger Daily Local	Passenger Daily Limited	Passenger Daily Local	Passenger Daily Limited	STATIONS	Passenger Daily Local	Passenger and Milk Express Daily	Passenger Daily Limited	Passenger Daily Local	Passenger Daily Limited
Leave P.M.	Leave P.M.	Leave A.M.	Leave A.M.		Arrive A.M.	Arrive A.M.	Arrive A.M.	Arrive P.M.	Arrive P.M.
6:15	5:35	11:00	7:20	MINNEAPOLIS (7TH ST.)	....	10:00	11:10	5:55	9:50
6:28	5:44	11:12	7:29	LUCE LINE JCT.	....	9:45	11:01	5:44	9:40
6:32	....	11:16	....	SUPERIOR BOULEVARD	NOTE Runs thru to 54th Street without change of cars.	9:40	....	5:38	....
6:34	....	11:18	....	UNIVERSITY CLUB HEIGHTS		9:38	....	5:36	....
6:36	....	11:20	....	PARK MANOR		9:36	....	5:34	....
6:39	....	11:22	....	ST. LOUIS PARK		9:34	....	5:32	....
6:41	....	11:24	....	EXCELSIOR AVE.		9:31	....	5:30	....
6:43	....	11:26	....	THOMPSON		9:30	....	5:28	....
6:45	....	11:29	....	BROOKSIDE		9:29	....	5:26	....
6:46	....	11:30	....	GRAND VIEW HEIGHTS		9:28	....	5:25	....
6:49	....	11:33	....	WARDEN		9:25	....	5:22	....
6:52	....	11:35	....	PERRY		9:22	....	5:20	....
6:56	....	11:37	....	CAHILL		9:19	....	5:18	....
6:57	....	11:38	....	ATWOOD		9:17	....	5:17	....
6:59	....	11:40	....	HARRINGTON HEIGHTS		9:15	....	5:15	....
7:03	....	11:44	7:55	BUSH LAKE		9:12	10:35	5:11	9:13
7:04	....	11:45	....	HYLAND LAKE		9:11	....	5:10	....
7:05	....	11:46	....	KELLEY	....	9:09	....	5:09	....
7:07	....	11:48	....	NESBIT	....	9:07	....	5:07	....
7:13	6:15	11:51	8:00	AUTO CLUB	7:00	9:04	10:30	5:04	9:08
7:15	....	11:53	....	VALLEY VIEW	6:57	9:00	....	5:00	....
7:18	6:19	11:56	8:04	SAVAGE	6:55	8:58	10:24	4:58	9:02
7:26	....	12:05	....	WHITTIER	6:49	8:50	....	4:52	....
7:30	....	12:08	....	ORCHARD GARDENS	6:45	8:46	....	4:50	....
7:32	....	12:10	....	HORSE SHOE LAKE	6:44	8:43	....	4:48	....
7:33	6:32	12:12	8:17	ORCHARD LAKE	6:42	8:40	10:12	4:46	8:49
7:37	....	12:16	....	OAK DALE	6:38	8:33	....	4:40	....
7:38	....	12:17	....	OAK GLEN	6:36	8:32	....	4:39	....
7:39	....	12:18	....	SUMMIT	6:34	8:29	....	4:38	....
7:43	6:41	12:20	8:26	ANTLERS PARK	6:32	8:26	10:03	4:36	8:38
7:53	6:43	12:23	8:28	S.......LAKEVILLE	6:30	8:22	10:00	4:34	8:36
7:55	....	12:25	....	VROOMAN	....	8:06	....	4:31	....
8:01	6:5	12:29	8:35	LIVINGSTON	6:23	8:03	9:54	4:28	8:30
8:03	....	12:31	....	POOLS CROSSING	....	7:59	....	4:25	....
8:07	6:53	12:34	8:38	EUREKA CENTER	6:20	7:57	9:51	4:23	8:27
8:09	....	12:36	....	FORSTROM	....	7:54	....	4:22	....
8:11	....	12:38	....	CHRISTIANA	....	7:52	....	4:20	....
8:15	....	12:42	....	GREENVALE	....	7:48	....	4:17	....
8:18	....	12:45	....	MANHART	....	7:45	....	4:14	....
8:20	....	12:47	....	BALACLAGUE	....	7:44	....	4:11	....
8:22	....	12:49	....	SHUMWAY	....	7:42	....	4:09	....
8:28	....	12:53	....	SIMPSON ORCHARDS	....	7:37	....	4:07	....
8:35	7:15	1:00	9:00	NORTHFIELD	6:00	7:30	9:30	4:00	8:05
P.M. Arrive	P.M. Arrive	P.M. Arrive	A.M. Arrive		A.M. Leave	A.M. Leave	A.M. Leave	P.M. Leave	P.M. Leave

SOUTH-BOUND					NORTH-BOUND				
31		29	27		26	28		30	
Passenger Daily		Passenger Daily	Passenger Daily	STATIONS	Passenger Daily	Passenger Daily		Passenger Daily	
Leave P.M.		Leave A.M.	Leave A.M.		Arrive A.M.	Arrive A.M.		Arrive P.M.	
6:30	....	11:10	7:35	FIFTY-FOURTH STREET	7:30	9:30	....	5:30	....
6:35	....	11:15	7:38	BACHMAN	7:22	9:25	....	5:25	....
6:36	....	11:16	7:39	GOODSPEED	7:20	9:22	....	5:22	....
6:38	....	11:18	7:41	IRWIN	7:19	9:21	....	5:21	....
6:43	....	11:22	7:43	WILSON	7:17	9:19	....	5:19	....
6:46	....	11:25	7:45	LYNN ROAD	7:14	9:16	....	5:16	....
6:50	....	11:29	7:48	OXBORO HEATH	7:12	9:14	....	5:14	....
6:52	....	11:31	7:49	EDGEWOOD	7:10	9:12	....	5:12	....
6:54	....	11:34	7:51	BLOOMINGTON	7:09	9:11	....	5:11	....
6:58	....	11:38	7:54	PALMER	7:06	9:08	....	5:08	....
7:00	....	11:41	7:56	BLUFF PARK	7:04	9:06	....	5:06	....
7:04	....	11:45	8:00	AUTO CLUB	7:02	9:04	....	5:04	....
Arrive P.M.		Arrive A.M.	Arrive A.M.		Leave A.M.	Leave A.M.		Leave P.M.	

Light face type indicates A. M. Dark face type indicates P. M.; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. **S**--Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive at and depart from the several stations, but it is not guaranteed and although every care is taken to keep the tables correct, this company does not hold itself liable for possible errors or for delay or inconveniences resulting from failure to make schedule as advertised.


PASSENGER AND FREIGHT TERMINALS LOCATED IN THE HEART OF THE RETAIL, JOBBING AND HOTEL DISTRICTS
MINNEAPOLIS SOUTHERN RY.
PASSENGER TERMINAL
Freight House & Team Tracks
W.P.Co.
City Market & Comm. Row
MINNEAPOLIS & ST. PAUL CAR LINE
GREAT NORTHERN STATION
MISSISSIPPI
Gateway Park
Janney Semple Hill Co.
Wyman Partridge Co.
New England Furn. Co.
Palace Theater
Nicollet Hotel
POST OFFICE
MILWAUKEE STATION
Butler Bros.
Russell Hotel
Vendome Hotel
Andrews Hotel
Metropolitan Opera House
West Hotel
Rogers Hotel
Shubert Theater
Central Supply Co.
Northwestern National Bank
Dyckman Hotel
Lincoln Bank
First National Bank
Midland National Bank
Orpheum Theater
Radisson Hotel
Federal Reserve Bank
CHAMBER OF COMMERCE
Pence Auto Co.
New Orpheum Theater
State Theatre
L.S. Donaldson Co. Store
CITY HALL AND COURT HOUSE
Dayton Co. Store
Minneapolis Athletic Club
Elks Club
PUBLIC LIBRARY
Minneapolis Club
AUDITORIUM
Leamington Hotel
Curtis Hotel
Western Ave.
1st Ave. No.
Chestnut Ave.
Linden
Hawthorn Ave.
Harmon Place
Yale Place
La Salle
Hennepin Ave.
Nicollet
Marquette
Second Ave. S.
Third Ave.
Fourth Ave.
Fifth Ave.
Sixth Ave.
Seventh Ave. S.
Washington Ave.
High St.
1st St.
2nd St.
3rd St.
4th St.
5th St.
6th St.
7th St.
8th St.
9th St.
10th St.
11th St.
12th St.

Minneapolis Northfield & Southern Railway

Time Table No. 6 **Effective May 1, 1921**

Passenger terminals located at Seventh Street and Third Avenue North and Fifty-fourth Street and Nicollet Avenue.

Our passenger trains are of steel construction throughout insuring the greatest degree of safety to our patrons. Trains are operated by gasoline—electric power—no smoke or cinders. Clean, comfortable, well ventilated cars. Trains always on time. Fast through trains between Minneapolis and Northfield.

Low summer fare. Special rates and special train service for picnic and excursion parties. Further information will be furnished promptly on application, or by telephoning Geneva 9114.

M. J. DOOLEY,
General Manager,
Minneapolis.

G. C. WRIGHT,
Traffic Manager,
Minneapolis.

The successful operation of this railroad is dependent upon the service rendered to our patrons. We are always glad to receive suggestions for the improvement of that service.

Minneapolis, Northfield & Southern Railway

"SOUTHERN"

TIME TABLE No. 7 Effective Saturday, May 28, 1921

SOUTH-BOUND Read Down					STATIONS	NORTH-BOUND Read Up					
7	5	11	3	1		2	4	6	12	8	10
Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Local	Pass. Daily Local	Pass. Daily Lim.		Pass. Daily Local	Pass. & Milk Daily	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Local	Pass. Daily Lim.
Leave P. M.	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.		Arrive A. M.	Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.
6:50	5:40	1:30	11:10	8:20	Minneapolis (7th)	....	10:00	11:55	12:40	5:55	10:20
....	5:52	1:40	11:20	....	Luce Line Jct.	....	9:45	....	12:31	5:44	....
....	5:56	1:44	11:24	....	Superior Boulevard	....	9:41	....	12:27	5:38	....
....	5:58	1:46	11:26	....	University Club Heights	....	9:39	....	12:25	5:37	....
....	6:00	1:48	11:28	....	Park Manor	Note—Runs thru to 54th Street without change of cars.	9:37	....	12:24	5:35	....
....	6:03	1:50	11:30	....	St. Louis Park		9:35	....	12:22	5:33	....
....	6:05	1:52	11:32	....	Excelsior Ave.		9:33	....	12:20	5:31	....
....	6:07	1:53	11:33	....	Thompson		9:32	....	12:19	5:29	....
....	6:08	1:54	11:34	....	Brookside		9:31	....	12:18	5:27	....
....	6:09	1:55	11:35	....	Grand View Heights		9:30	....	12:16	5:26	....
....	6:12	1:58	11:38	....	Warden		9:28	....	12:15	5:23	....
....	6:15	1:59	11:39	....	Perry		9:25	....	12:13	5:21	....
....	6:18	2:02	11:42	....	Cahill		9:23	....	12:12	5:19	....
....	6:19	2:04	11:44	....	Atwood		9:21	....	12:11	5:18	....
....	6:21	2:05	11:45	....	Harrington Heights	....	9:20	....	12:10	5:16	....
....	6:25	2:07	11:47	8:55	Bush Lake	....	9:17	11:20	12:07	5:12	9:39
....	6:26	2:09	11:49	....	Hyland Lake	....	9:16	....	12:06	5:11	....
....	6:29	2:12	11:53	....	Nesbit	....	9:12	....	12:03	5:08	....
7:31	6:34	2:15	11:56	9:00	Auto Club	7:30	9:10	11:15	12:01	5:06	9:34
....	6:36	2:17	11:58	....	Valley View	7:27	9:06	....	....	5:02	....
7:35	6:39	2:20	12:01	9:04	Savage	7:25	9:04	11:10	....	5:00	9:30
....	6:47	2:28	12:09	....	Whittier	7:19	8:54	....	....	4:53	....
....	6:51	2:32	12:13	....	Orchard Gardens	7:15	8:50	....	....	4:50	....
....	6:52	2:33	12:15	....	Horse Shoe Lake	7:13	8:46	....	....	4:48	....
7:49	6:54	2:35	12:17	9:18	Orchard Lake	7:12	8:44	10:57	....	4:46	9:18
....	6:58	2:39	12:21	....	Oak Dale	7:07	8:37	....	....	4:40	....
....	6:59	2:40	12:22	....	Oak Glen	7:06	8:36	....	....	4:39	....
....	7:00	2:41	12:23	....	Summit	7:04	8:33	....	....	4:38	....
7:58	7:04	2:45	12:26	9:26	Antlers Park	7:02	8:30	10:48	....	4:36	9:08
8:00	7:14	....	12:29	9:28	S Lakeville	7:00	8:26	10:45	....	4:34	9:06
....	7:16	....	12:31	....	Vrooman	....	8:08	....	....	4:31	....
8:07	7:22	....	12:36	9:35	Livingston	6:53	8:06	10:39	....	4:28	9:00
....	7:24	....	12:38	....	Pools Crossing	....	8:01	....	....	4:25	....
8:10	7:29	....	12:40	9:38	Eureka Center	6:50	7:59	10:36	....	4:23	8:57
....	7:31	....	12:41	....	Forstrom	....	7:54	....	....	4:22	....
....	7:33	....	12:44	....	Christiana	....	7:52	....	....	4:20	....
....	7:37	....	12:48	....	Greenvale	....	7:48	....	....	4:17	....
....	7:40	....	12:51	....	Manhart	....	7:45	....	....	4:14	....
....	7:42	....	12:53	....	Balaclague	....	7:44	....	....	4:11	....
....	7:43	....	12:55	....	Shumway	....	7:42	....	....	4:09	....
....	7:49	....	1:00	....	Simpson Orchard	....	7:37	....	....	4:07	....
8:30	7:55	....	1:05	10:00	Northfield	6:30	7:30	10:15	....	4:00	8:35
P. M. Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive		A. M. Leave	A. M. Leave	A. M. Leave	P. M. Depart	P. M. Leave	P. M. Depart

SOUTH-BOUND Read Down					STATIONS	NORTH-BOUND Read Up					
	31		29	27		26	28			30	
	Pass. Daily		Pass. Daily	Pass. Daily		Pass. Daily	Pass. Daily			Pass. Daily	
	Leave P. M.		Leave A. M.	Leave A. M.		Arrive A. M.	Arrive A. M.			Arrive P. M.	
....	6:00	....	11:20	8:30	Minneapolis (54th St.)	8:00	9:40	....	....	5:35	....
....	6:05	....	11:25	8:35	Bachman	7:50	9:31	....	....	5:28	....
....	6:06	....	11:26	8:36	Goodspeed	7:48	9:28	....	....	5:25	....
....	6:08	....	11:28	8:38	Irwin	7:47	9:27	....	....	5:24	....
....	6:10	....	11:32	8:40	Wilson	7:46	9:25	....	....	5:22	....
....	6:12	....	11:35	8:42	Lynn Road	7:43	9:22	....	....	5:18	....
....	6:15	....	11:39	8:45	Oxboro Heath	7:41	9:20	....	....	5:16	....
....	6:16	....	11:41	8:46	Edgewood	7:39	9:18	....	....	5:14	....
....	6:18	....	11:44	8:48	Bloomington	7:38	9:17	....	....	5:13	....
....	6:22	....	11:48	8:52	Palmer	7:35	9:14	....	....	5:11	....
....	6:24	....	11:51	8:54	Bluff Park	7:33	9:12	....	....	5:09	....
....	6:30	....	11:55	9:00	Auto Club	7:31	9:10	....	....	5:07	....
	Arrive P. M.		Arrive A. M.	Arrive A. M.		Leave A. M.	Leave A. M.			Leave P. M.	

Light face type indicates A. M. Dark face type indicates P. M.; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed and although every care is taken to keep the tables correct, this company does not hold itself liable for possible errors or for delay or inconveniences resulting from failure to make schedule as advertised.

Minneapolis, Northfield & Southern Railway

"SOUTHERN"

TIME TABLE No. 8

Effective Sunday, July 17, 1921

SOUTH-BOUND Read Down					STATIONS	NORTH-BOUND Read Up					
13	7	5	3	1		4	6	8	10	14	
Pass. Lim. Sat. Only	Pass. Daily Local	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Lim.		Pass. Local Daily	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Lim.	Pass. Lim. Sun. Only	
Leave P. M.	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.		Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	Arrive A. M.	
11:30	**6:15**	**4:15**	10:10	8:20	(Minneapolis **7th St. & 3rd Ave No. Terminal**)	9:45	**3:20**	**5:55**	**10:15**	4 45	....
....	**6:29**	....	10:24	....	Superior Boulevard	9:29	....	**5:38**	....	....	....
....	**6:31**	....	10:26	....	University Club Heights	9:26	....	**5:36**	....	....	....
....	**6:33**	....	10:28	....	Park Manor	9:24	....	**5:34**	....	....	....
....	**6:36**	....	10:31	....	St. Louis Park	9:23	....	**5:33**	....	....	....
....	**6:38**	....	10:33	....	Excelsior Ave.	9:21	....	**5:31**	....	....	....
....	**6:39**	....	10:34	....	Thompson	9:19	....	**5:29**	....	....	....
....	**6:41**	....	10:36	....	Brookside	9:17	....	**5:27**	....	....	....
....	**6:42**	....	10:37	....	Grand View Heights	9:15	....	**5:25**	....	....	....
....	**6:45**	....	10:40	....	Warden	9:13	....	**5:23**	....	....	....
....	**6:46**	....	10:41	....	Perry	9:11	....	**5:21**	....	....	....
....	**6:49**	....	10:44	....	Cahill	9:09	....	**5:19**	....	....	....
....	**6:51**	....	10:46	....	Atwood	9:07	....	**5:17**	....	....	....
....	**6:52**	....	10:47	....	Harrington Heights	9:06	....	**5:16**	....	....	....
....	**6:54**	....	10:49	....	Bush Lake	9:02	....	**5:12**	....	....	....
....	**6:56**	....	10:51	....	Hyland Lake	9:01	....	**5:11**	....	....	....
....	**7:00**	....	10:55	....	Nesbit	8:58	....	**5:08**	....	....	....
12:12	**7:03**	**4:55**	10:58	9:02	Auto Club	8:54	**2:35**	**5:06**	**9:31**	4:01	....
12:16	**7:07**	**5:00**	11:02	9:06	Savage	8:48	**2:30**	**5:00**	**9:27**	3:57	....
....	**7:14**	....	11:09	....	Whittier	8:40	....	**4:53**	....	....	....
....	**7:19**	....	11:14	....	Orchard Gardens	8:37	....	**4:50**	....	....	....
....	**7:21**	....	11:16	....	Horse Shoe Lake	8:35	....	**4:48**	....	....	....
12:31	**7:24**	**5:15**	11:19	9:21	Orchard Lake	8:33	**2:17**	**4:46**	**9:14**	3:44	....
....	**7:28**	....	11:23		Oak Dale	8:27	....	**4:40**	....	....	....
....	**7:29**	....	11:24	....	Oak Glen	8:26	....	**4:39**	....	....	....
....	**7:30**	....	11:25	....	Summit	8:25	....	**4:38**	....	....	....
12:40	**7:33**	**5:23**	11:28	9:29	Antlers Park	8:23	**2:08**	**4:36**	**9:05**	3:35	....
12:42	**7:36**	**5:25**	11:31	9:31	S Lakeville	8:21	**2:06**	**4:34**	**9:03**	3:33	....
....	**7:38**	....	11:33	....	Vrooman	8:18	....	**4:31**	....	....	....
12:49	**7:43**	**5:31**	11:38	9:38	Livingston	8:15	**2:00**	**4:28**	**8:57**	....	....
....	**7:45**	....	11:40	....	Pools Crossing	8:12	....	**4:25**	....	....	....
12:52	**7:47**	**5:34**	11:42	9:41	Eureka Center	8:10	**1:55**	**4:23**	**8:52**	....	....
....	**7:48**	....	11:43	....	Forstrom	8:09	....	**4:22**	....	....	....
....	**7:50**	....	11:45	....	Christiana	8:07	....	**4:20**	....	....	....
....	**7:53**	....	11:48	....	Greenvale	8:04	....	**4:17**	....	....	....
....	**7:57**	....	11:52	....	Manhart	8:01	....	**4:14**	....	....	....
....	**7:59**	....	11:54	....	Balaclague	7:57	....	**4:10**	....	....	....
....	**8:01**	....	11:56	....	Shumway	7:55	....	**4:08**	....	....	....
....	**8:05**	....	**12:00**	....	Simpson Orchard	7:53	....	**4:06**	....	....	....
1:17	**8:15**	**5:59**	**12:10**	10:06	Northfield	7:45	**1:33**	**3:58**	**8:30**	2:53	....
1:25	**8:23**	**6:07**	**12:18**	10:14	Dundas	7:38	**1:26**	**3:48**	**8:23**	2:46	....
1:50	**8:50**	**6:35**	**12:45**	10:40	Faribault	7:10	**1:00**	**3:20**	**7:55**	2:20	....
A. M. Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive		A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	A. M. Leave	

	SOUTH-BOUND Read Down					STATIONS	NORTH-BOUND Read Up						
	33	31	29	27	25		26	28	30	32			34
	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily Ex.Sun.		Pass. Daily Ex.Sun.	Pass. Daily	Pass. Daily	Pass. Daily			Pass. Daily
	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.	Leave A. M.		Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.			Arrive P. M.
....	**6:30**	**4:10**	10:20	8:30	6:30	(Minneapolis 54th & Nic.)	7:30	9:35	**3:10**	**5:35**	....	....	7:35
....	**6:35**	**4:15**	10:25	8:35	6:34	Bachman	7:21	9:27	**3:02**	**5:27**	....	....	7:27
....	**6:36**	**4:16**	10:26	8:36	6:35	Goodspeed	7:18	9:23	**2:58**	**5:23**	....	....	7:23
....	**6:37**	**4:17**	10:27	8:37	6:36	Irwin	7:17	9:22	**2:57**	**5:22**	....	....	7:22
....	**6:40**	**4:20**	10:30	8:40	6:38	Wilson	7:16	9:21	**2:56**	**5:21**	....	....	7:21
....	**6:42**	**4:22**	10:32	8:42	6:40	Lynn Road	7:13	9:18	**2:53**	**5:18**	....	....	7:18
....	**6:45**	**4:25**	10:35	8:45	6:43	OxboroHeath	7:11	9:16	**2:51**	**5:16**	....	....	7:16
....	**6:46**	**4:26**	10:36	8:46	6:44	Edgewood	7:09	9:14	**2:49**	**5:14**	....	....	7:14
....	**6:48**	**4:28**	10:38	8:48	6:45	Bloomington	7:08	9:13	**2:48**	**5:13**	....	....	7:13
....	**6:52**	**4:32**	10:42	8:52	6:49	Palmer	7:05	9:10	**2:45**	**5:10**	....	....	7:10
....	**6:54**	**4:34**	10:44	8:54	6:51	Bluff Park	7:03	9:08	**2:43**	**5:08**	....	....	7:08
....	**7:00**	**4:40**	10:50	9:00	6:55	Auto Club	7:00	9:05	**2:40**	**5:06**	....	....	7:05
	Arrive P. M.	Arrive P. M.	Arrive A. M.	Arrive A. M.	Arrive A. M.		Leave A. M.	Leave A. M.	Leave P. M.	Leave P. M.			Leave P. M.

Light face type indicates A. M. Dark face type indicates P. M.; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed and although every care is taken to keep the tables correct, this company does not hold itself liable for possible errors or for delay or inconveniences resulting from failure to make schedule as advertised.

Minneapolis, Northfield and Southern Railway

"SOUTHERN"

TIME TABLE NO. 9 | **Effective Sunday, Nov. 20, 1921**

	SOUTH-BOUND Read Down					NORTH-BOUND Read Up				
	7	5	3	1	STATIONS	4	6	8	10	
	Pass. Daily Local	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Lim.		Pass. Daily Local	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Lim.	
	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.		Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	
....	6:15	4:15	10:10	8:20	(Minneapolis 7th Street & 3rd Ave. N.)	9:45	3:20	5:45	10:25	....
....	6:29	....	10:24	....	Superior Boulevard	9:27	....	5:26	....	....
....	6:31	....	10:26	....	University Club Heights	9:25	....	5:24	....	....
....	6:33	....	10:28	....	Park Manor	9:23	....	5:22	....	....
....	6:36	....	10:31	....	St. Louis Park	9:22	....	5:21	....	....
....	6:38	....	10:33	....	Excelsior Ave.	9:20	....	5:18	....	....
....	6:41	....	10:36	....	Brookside	9:18	....	5:16	....	....
....	6:45	....	10:40	....	Warden	9:14	....	5:12	....	....
....	6:46	....	10:41	....	Perry	9:12	....	5:10	....	....
....	6:49	....	10:44	....	Cahill	9:10	....	5:08	....	....
....	6:52	....	10:47	....	Harrington	9:07	....	5:05	....	....
....	6:54	....	10:49	....	Bush Lake	9:04	....	5:02	....	....
....	6:59	....	10:54	....	Nesbit	9:00	....	4:58	....	....
....	7:03	4:56	10:58	9:02	Auto Club	8:58	2:35	4:56	9:43	....
....	7:07	5:00	11:02	9:06	Savage	8:52	2:30	4:50	9:38	....
....	7:13	....	11:09	....	Whittier	8:45	....	4:43	....	....
....	7:19	5:12	11:15	9:18	Orchard Gardens	8:42	2:20	4:40	9:28	....
....	7:21	....	11:17	....	Horse Shoe Lake	8:40	....	4:38	....	....
....	7:23	5:15	11:19	9:21	Orchard Lake	8:38	2:17	4:36	9:25	....
....	7:27	....	11:23	....	Oak Dale	8:32	....	4:30	....	....
....	7:28	....	11:24	....	Oak Glen	8:31	....	4:29	....	....
....	7:29	....	11:25	....	Summit	8:30	....	4:28	....	....
....	7:32	5:23	11:28	9:29	Antlers Park	8:28	2:08	4:26	9:17	....
....	7:36	5:25	11:31	9:31	Lakeville	8:26	2:06	4:24	9:15	....
....	7:38	....	11:33	....	Vrooman	8:23	....	4:22	....	....
....	7:43	5:31	11:38	9:38	S Livingston	8:20	2:00	4:19	9:09	....
....	7:45	....	11:40	....	Pools Crossing	8:17	....	4:16	....	....
....	7:47	5:34	11:42	9:41	Eureka Center	8:15	1:55	4:14	....	....
....	7:50	....	11:45	....	Christiana	8:12	....	4:11	....	....
....	7:53	....	11:48	....	Greenvale	8:09	....	4:08	....	....
....	7:56	....	11:51	....	Manhart	8:06	....	4:05	....	....
....	7:58	....	11:53	....	Balaclague	8:02	....	4:01	....	....
....	8:03	....	11:59	....	Simpson Orchard	7:58	....	3:57	....	....
....	8:12	5:59	12:09	10:06	Northfield	7:51	1:34	3:50	8:43	....
....	8:18	6:05	12:15	10:12	Dundas	7:43	1:28	3:43	8:36	....
....	8:23	....	12:20	....	Little Prairie	7:34	....	3:36	....	....
....	8:29	....	12:26	....	Scotts Mill	7:29	....	3:30	....	....
....	8:43	6:30	12:40	10:35	Faribault	7:20	1:05	3:20	8:10	....
	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive		A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	

	SOUTH-BOUND Read Down						NORTH-BOUND Read Up					
	33	31	29	27	25	STATIONS	26	28	30	32		34
	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily	Pass. Daily Ex.Sun.		Pass. Daily Ex.Sun.	Pass. Daily	Pass. Daily	Pass. Daily		Pass. Daily
	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.	Leave A. M.		Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.		Arrive P. M.
......	6:22	4:15	10:20	8:20	6:07	(Minneapolis 54th St. & Nicollet)	7:10	9:35	3:10	5:35	......	7:40
......	6:26	4:19	10:24	8:24	6:11	Bachman	7:07	9:31	3:05	5:29	......	7:34
......	6:27	4:20	10:25	8:25	6:12	Goodspeed	7:05	9:29	3:03	5:27	......	7:32
......	6:29	4:22	10:27	8:27	6:14	Irwin	7:03	9:27	3:01	5:25	......	7:30
......	6:32	4:25	10:30	8:30	6:16	Wilson	7:01	9:25	2:59	5:23	......	7:28
......	6:34	4:27	10:32	8:32	6:18	Lynn Road	6:57	9:21	2:55	5:19	......	7:24
......	6:38	4:31	10:36	8:36	6:20	Oxboro	6:55	9:19	2:53	5:17	......	7:22
......	6:40	4:33	10:38	8:38	6:22	Edgewood	6:52	9:16	2:50	5:14	......	7:19
......	6:42	4:35	10:40	8:40	6:24	Bloomington	6:50	9:14	2:48	5:12	......	7:17
......	6:47	4:40	10:45	8:45	6:29	Palmer	6:45	9:09	2:43	5:07	......	7:12
......	6:51	4:44	10:49	8:49	6:33	Masonic Home	6:41	9:05	2:39	5:03	......	7:08
......	6:55	4:50	10:55	8:55	6:37	Auto Club	6:38	9:02	2:36	5:00	......	7:05
	Arrive P. M.	Arrive P. M.	Arrive A. M.	Arrive A. M.	Arrive A. M.		Leave A. M.	Leave A. M.	Leave P. M.	Leave P. M.		Leave P. M.

Light face type indicates A. M. Dark face type indicates P. M.; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

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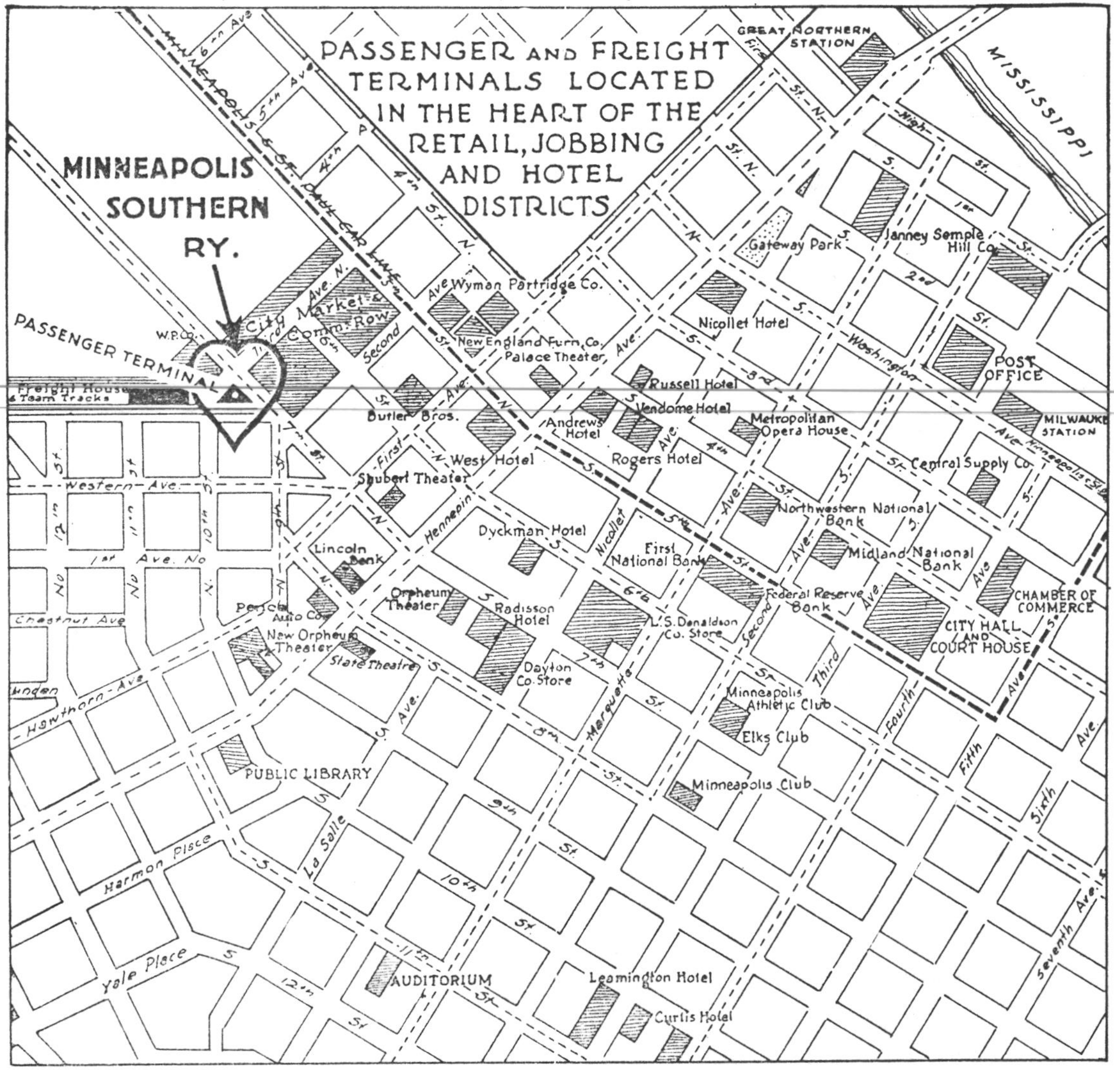
Through Freight Service Between Minneapolis and the East and South.


PASSENGER AND FREIGHT TERMINALS LOCATED IN THE HEART OF THE RETAIL, JOBBING AND HOTEL DISTRICTS
MINNEAPOLIS SOUTHERN RY.
PASSENGER TERMINAL
Freight House & Team Tracks
MINNEAPOLIS & ST. PAUL CAR LINE
GREAT NORTHERN STATION
MISSISSIPPI
City Market
Comm. Row
W.P.Co.
Wyman Partridge Co.
New England Furn. Co.
Palace Theater
Butler Bros.
Andrews Hotel
West Hotel
Shubert Theater
Nicollet Hotel
Russell Hotel
Vendome Hotel
Rogers Hotel
Metropolitan Opera House
Gateway Park
Janney Semple Hill Co.
POST OFFICE
MILWAUKEE STATION
Central Supply Co.
Northwestern National Bank
Midland National Bank
First National Bank
Federal Reserve Bank
CITY HALL AND COURT HOUSE
CHAMBER OF COMMERCE
Dyckman Hotel
Lincoln Bank
Orpheum Theater
Radisson Hotel
L. S. Donaldson Co. Store
Dayton Co. Store
Pence Auto Co.
New Orpheum Theater
State Theatre
Minneapolis Athletic Club
Elks Club
Minneapolis Club
PUBLIC LIBRARY
AUDITORIUM
Leamington Hotel
Curtis Hotel
Western Ave.
1st Ave. No.
Chestnut Ave.
Hawthorn Ave.
Harmon Place
Yale Place
Hennepin Ave.
Nicollet Ave.
Marquette Ave.
Second Ave.
Third Ave.
Fourth Ave.
Fifth Ave.
Sixth Ave.
Seventh Ave. S.
La Salle
Washington Ave.
High St.
Minneapolis St.

Time Table No. 9 Effective Nov. 20, 1921

Minneapolis Northfield and Southern Railway

SOUTHERN

Minneapolis passenger terminals located at Seventh Street and Third Avenue North and Fifty-fourth Street and Nicollet Avenue.

Our passenger trains are of steel construction throughout insuring the greatest degree of safety to our patrons. Trains are operated by gasoline — electric power — no smoke or cinders. Clean, comfortable, well ventilated cars. Trains always on time. Fast through trains between Minneapolis, Northfield and Faribault.

Low fares. Special rates and special train service for excursion parties. Further information will be furnished promptly on application or by telephoning Main 2143, Minneapolis.

The successful operation of this railroad is dependent upon the service rendered to our patrons. We are always glad to receive suggestions for the improvement of that service.

H. E. PENCE, President, Minneapolis.
G. C. WRIGHT, Traffic Manager, Minneapolis.
E. J. SEXTON, General Agent, Minneapolis.
J. E. DELMORE, Traveling Agent, Faribault.

K&M Division
Torrance, Calif. 90503
POLY-VU

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 10

Effective Sunday, April 30, 1922

	SOUTH-BOUND Read Down					NORTH-BOUND Read Up					
	7	5	3	1	STATIONS	12	4	6	8	10	Fare from Minneapolis
	Pass. Daily Local	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Lim.		Pass. Daily Ex.Sun. Local	Pass. Daily Local	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Lim.	
	Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.		Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	
....	**6:15**	**4:15**	10:10	8:20	Minneapolis 7th St. & 3rd Ave. N.	7:50	9:45	**3:20**	**5:50**	**10:25**	....
....	**6:29**	....	10:24	....	Superior Boulevard	7:31	9:27	....	**5:34**	....	.13
....	**6:31**	....	10:26	....	University Club Heights	7:29	9:25	....	**5:32**	....	.15
....	**6:33**	....	10:28	....	Park Manor	7:27	9:23	....	**5:30**	....	.18
....	**6:36**	....	10:31	....	St. Louis Park	7:26	9:22	....	**5:29**	....	.20
....	**6:38**	....	10:33	....	Excelsior Ave.	7:23	9:20	....	**5:26**	....	.23
....	**6:41**	....	10:36	....	Brookside	7:21	9:18	....	**5:24**	....	.23
....	**6:45**	....	10:40	....	Warden	7:17	9:14	....	**5:20**	....	.28
....	**6:46**	....	10:41	....	Perry	7:15	9:12	....	**5:18**	....	.30
....	**6:49**	....	10:44	....	Cahill	7:13	9:10	....	**5:16**	....	.30
....	**6:52**	....	10:47	....	Harrington	7:10	9:07	....	**5:13**	....	.35
....	**6:54**	....	10:49	....	Bush Lake	7:07	9:04	....	**5:10**	....	.40
....	**6:59**	....	10:54	....	Nesbit	7:03	9:00	....	**5:06**	....	.43
....	**7:03**	**4:53**	10:58	8:59	Auto Club	7:01	8:59	**2:35**	**5:04**	**9:43**	.45
....	**7:07**	**4:58**	11:02	9:05	Savage	6:56	8:52	**2:30**	**4:58**	**9:38**	.50
....	**7:13**	....	11:09	....	Whittier	6:49	8:45	....	**4:49**	....	.58
....	**7:19**	**5:12**	11:15	9:18	Orchard Gardens	6:46	8:42	**2:20**	**4:46**	**9:28**	.60
....	**7:21**	....	11:17	....	Horse Shoe Lake	6:44	8:40	....	**4:44**	....	.65
....	**7:23**	**5:15**	11:19	9:21	Orchard Lake	6:42	8:38	**2:17**	**4:42**	**9:25**	.68
....	**7:27**	....	11:23	....	Oak Dale	6:36	8:32	....	**4:36**	....	.73
....	**7:28**	....	11:24	....	Oak Glen	6:35	8:31	....	**4:35**	....	.73
....	**7:29**	....	11:25	....	Summit	6:34	8:30	....	**4:34**	....	.75
....	**7:32**	**5:23**	11:28	9:29	Antlers Park	6:32	8:28	**2:08**	**4:32**	**9:17**	.75
....	**7:36**	**5:25**	11:31	9:31	S Lakeville	6:30	8:26	**2:06**	**4:29**	**9:15**	.80
....	**7:38**	....	11:33	....	Vrooman	....	8:23	....	**4:26**	....	.83
....	**7:43**	**5:31**	11:38	9:38	S Livingston	....	8:20	**2:00**	**4:23**	**9:09**	.85
....	**7:45**	....	11:40	....	Pools Crossing	....	8:17	....	**4:20**	....	.90
....	**7:47**	**5:34**	11:42	9:41	Eureka Center	....	8:15	**1:55**	**4:18**	....	.90
....	**7:50**	....	11:45	....	Christiana	....	8:12	....	**4:14**	....	.95
....	**7:53**	....	11:48	....	Greenvale	....	8:09	....	**4:11**	....	.98
....	**7:56**	....	11:51	....	Manhart	....	8:06	....	**4:08**	....	1.03
....	**7:58**	....	11:53	....	Balaclague	....	8:02	....	**4:04**	....	1.03
....	**8:03**	....	11:59	....	Simpson Orchard	....	7:58	....	**4:00**	....	1 10
....	**8:12**	**5:59**	**12:09**	10:06	Northfield	....	7:51	**1:34**	**3:50**	**8:43**	1.15
....	**8:18**	**6:05**	**12:15**	10:12	Dundas	....	7:43	**1:28**	**3:43**	**8:36**	1 23
....	**8:23**	....	**12:20**	....	Little Prairie	....	7:34	....	**3:36**	....	1.33
....	**8:29**	....	**12:26**	....	Scotts Mill	....	7:29	....	**3:30**	....	1.40
....	**8:43**	**6:30**	**12:40**	10:35	Faribault	....	7:20	**1:05**	**3:20**	**8:10**	1.50
	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive		A. M. Leave	A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	

Light face type indicates A.M. **Dark face type indicates P.M.**; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

Minneapolis, Northfield and Southern Ry.

Time Table No. 10 **Effective Sunday, April 30, 1922**

54th STREET LINE

SOUTHBOUND		Miles	25	27	29	43	31	33	35	*25 is
Leave	Minneapolis 54th St. & Nicollet	....	†6:18	†7:10	*8:58	¶2:18	★3:43	*5:24	*6:34	608
"	Bachman	1.0	6:20	7:12	9:00	2:20	3:45	5:26	6:36	610
"	Goodspeed	1.6	6:22	7:14	9:02	2:22	3:47	5:28	6:38	612
"	Irwin	2.4	6:24	7:16	9:04	2:24	3:49	5:30	6:40	614
"	Wilson	3.2	6:26	7:18	9:07	2:27	3:51	5:32	6:42	616
"	Lynn Road	4.6	6:28	7:20	9:09	2:29	3:53	5:34	6:44	618
"	Oxboro	5.4	6:30	7:22	9:11	2:31	3:55	5:36	6:46	620
"	Edgewood	5.9	6:32	7:24	9:13	2:33	3:57	5:38	6:48	622
"	Bloomington	6.7	6:34	7:26	9:15	2:35	3:59	5:40	6:50	624
"	Palmer	7.9	6:39	7:31	9:20	2:40	4:04	5:45	6:55	629
"	Masonic Home	8.9	6:42	7:34	9:23	2:43	4:07	5:48	6:58	632
Arrive	Auto Club	10.2	6:46	7:40	9:30	2:50	4:15	5:55	7:05	636
					✓		✓	✓	✓	

NORTHBOUND			26	28	30	32	34	36	42	#26 is
Leave	Auto Club	......	†6:48	†7:45	*9:35	*4:20	*5:58	†7:10	°8:25	638
"	Masonic Home	......	6:51	7:48	9:38	4:23	6:01	7:13	8:28	641
"	Palmer	......	6:55	7:52	9:42	4:27	6:05	7:17	8:32	645
"	Bloomington	......	6:59	7:56	9:46	4:31	6:09	7:21	8:36	649
"	Edgewood	......	7:01	7:58	9:48	4:33	6:11	7:23	8:38	651
"	Oxboro	......	7:03	8:01	9:51	4:37	6:15	7:26	8:41	653
"	Lynn Road	......	7:05	8:04	9:54	4:40	6:18	7:29	8:44	655
"	Wilson	......	7:07	8:08	9:58	4:44	6:22	7:33	8:48	657
"	Irwin	......	7:09	8:10	10:00	4:46	6:24	7:35	8:50	659
"	Goodspeed	......	7:11	8:12	10:02	4:48	6:26	7:37	8:52	701
"	Bachman	......	7:13	8:14	10:04	4:50	6:28	7:39	8:54	703
Arrive	Minneapolis 54th St. and Nicollet	......	7:18	8:18	10:09	4:55	6:33	7:43	9:00	708
					✓	✓	✓		✓	

*Daily; †Daily, except Sunday; ★Daily, except Saturday; °Sunday only; ¶Saturday only.
Light face type indicates A. M. **Dark face type indicates P.M.**; trains stop on signal at all stations.
Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

Timetable #10 was operated as originally printed. The pen & ink markings above are the deletions and time changes that were to take effect 8-1-22

MINNEAPOLIS, NORTHFIELD AND SOUTHERN RY.

On account of lack of patronage and further complications due to labor troubles, it is necessary to curtail passenger service on the 54th Street Line.

Effective after July 31, 1922, 54th Street Line schedule No. 10 will be discontinued.

Effective on and after August 1, 1922, the following train schedule will be observed on this line daily:

SOUTHBOUND		25	33
		A. M.	P. M.
Leave	Minneapolis, 54th St. and Nicollet..	6:18	5:24
"	Bachman	6:20	5:26
"	Goodspeed	6:22	5:28
"	Irwin	6:24	5:30
"	Wilson	6:26	5:32
"	Lynn Road	6:28	5:34
"	Oxboro	6:30	5:36
"	Edgewood	6:32	5:38
"	Bloomington	6:34	5:40
"	Palmer	6:39	5:45
"	Masonic Home	6:42	5:48
Arrive	Auto Club	6:46	5:55

NORTHBOUND		26	34
		A. M.	P. M.
Leave	Auto Club	6:48	5:58
"	Masonic Home	6:51	6:01
"	Palmer	6:55	6:05
"	Bloomington	6:59	6:09
"	Edgewood	7:01	6:11
"	Oxboro	7:03	6:15
"	Lynn Road	7:05	6:18
"	Wilson	7:07	6:22
"	Irwin	7:09	6:24
"	Goodspeed	7:11	6:26
"	Bachman	7:13	6:28
Arrive	Minneapolis, 54th St. and Nicollet....	7:18	6:33

G. C. WRIGHT,
Traffic Manager.

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 11

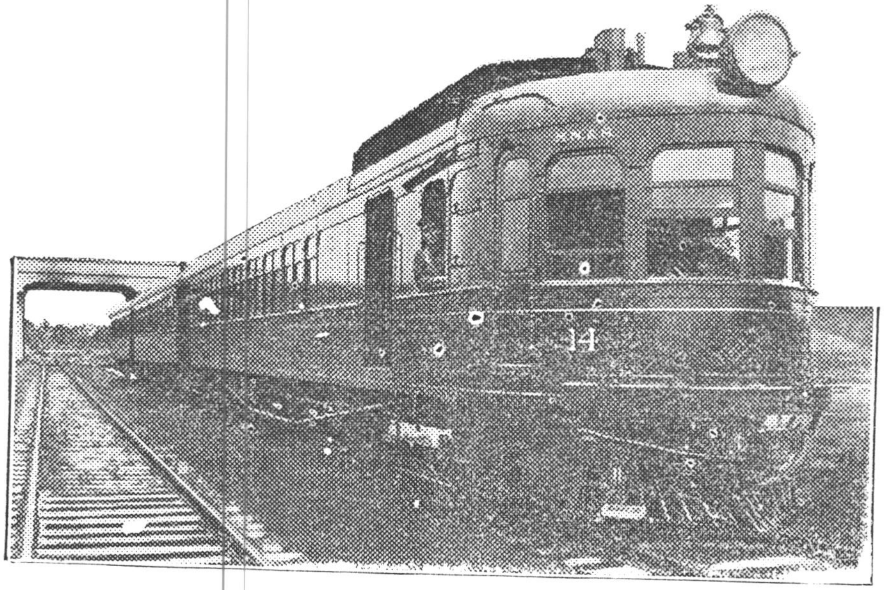
Effective Sunday, September 10, 1922

SOUTH-BOUND Read Down					NORTH-BOUND Read Up				
7	5	3	1		4	6	8	10	
Pass. Daily Local	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Lim.	STATIONS	Pass. Daily Local	Pass. Daily Lim.	Pass. Daily Local	Pass. Daily Lim.	Fare from Minneapolis
Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.		Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	
6:15	**4:15**	10:10	8:30	Minneapolis 7th St. & 3rd Ave. N.	9:50	**3:10**	**5:45**	**9:30**	......
6:28	......	10:23	......	Superior Boulevard	9:33	......	**5:28**	......	.13
6:30	......	10:25	......	University Club Heights	9:30	......	**5:25**	......	.15
6:32	......	10:27	......	Park Manor	9:29	......	**5:24**	......	.18
6:34	......	10:30	......	St. Louis Park	9:28	......	**5:23**	......	.20
6:36	......	10:32	......	Excelsior Ave.	9:26	......	**5:21**	......	.23
6:39	......	10:35	......	Brookside	9:24	......	**5:19**	......	.23
6:41	......	10:37	......	Warden	9:22	......	**5:17**	......	.28
6:42	......	10:38	......	Perry	9:20	......	**5:15**	......	.30
6:45	......	10:41	......	Cahill	9:18	......	**5:13**	......	.30
6:48	......	10:44	......	Harrington	9:15	......	**5:10**	......	.35
6:50	......	10:46	......	Bush Lake	9:12	......	**5:07**	......	.40
6:54	......	10:50	......	Nesbit	9:09	......	**5:04**	......	.43
6:57	**4:52**	10:53	......	Auto Club	9:07	......	**5:02**	**8:49**	.45
7:02	**4:57**	10:58	9:12	Savage	8:59	**2:25**	**4:57**	**8:44**	.50
7:09	......	11:04	......	Whittier	8:52	......	**4:51**	......	.58
7:15	**5:09**	11:11	......	Orchard Gardens	8:49	......	**4:48**	......	.60
7:16	......	11:12	......	Horse Shoe Lake	8:47	......	**4:46**	......	.65
7:18	**5:12**	11:14	9:27	Orchard Lake	8:46	**2:14**	**4:45**	**8:32**	.68
7:21	......	11:17	......	Oak Dale	8:40	......	**4:40**	......	.73
7:22	......	11:18	......	Oak Glen	8:39	......	**4:39**	......	.73
7:27	T **5:20**	11:23	T 9:35	Antlers Park	8:36	T **2:06**	**4:36**	T **8:24**	.75
7:30	**5:22**	11:26	9:37	S Lakeville	8:34	**2:04**	**4:34**	**8:22**	.80
7:33	......	11:28	......	Vrooman	8:30	......	**4:30**	......	.83
7:37	**5:27**	11:33	9:43	Livingston	8:28	**1:58**	**4:28**	**8:16**	.85
7:38	......	11:34	......	Pools Crossing	8:24	......	**4:24**	......	.90
7:40	**5:30**	11:36	9:46	Eureka Center	8:23	**1:53**	**4:23**	......	.90
7:43	......	11:39	......	Christiana	8:20	......	**4:20**	......	.95
7:45	......	11:41	......	Greenvale	8:17	......	**4:17**	......	.98
7:48	......	11:44	......	Manhart	8:15	......	**4:15**	......	1.03
7:50	......	11:46	......	Balaclague	8:12	......	**4:12**	......	1.03
7:54	......	11:50	......	Simpson Orchard	8:08	......	**4:08**	......	1.10
8:05	**5:53**	12:00	10:10	S Northfield	8:00	**1:33**	**4:00**	**7:51**	1.15
8:11	**5:59**	12:06	10:16	S Dundas	7:53	**1:27**	**3:53**	**7:44**	1.23
8:16	......	12:11	......	Little Prairie	7:46	......	**3:46**	......	1.33
8:21	......	12:16	......	Scotts Mill	7:39	......	**3:39**	......	1.40
8:35	**6:25**	12:30	10:40	Faribault	7:30	**1:05**	**3:30**	**7:20**	1.50
P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive		A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	

T Stop only between May 15th and September 15th, inclusive.

Light face type indicates A. M. **Dark face type indicates P.M.:** trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.



Minneapolis, Northfield & Southern Railway

TIME TABLE No. 12

Effective Sunday, August 5, 1923

	9	5	3	1	STATIONS	4	6	8	10	Fare from Minneapolis
	Pass. Sat. Only Local	Pass. Daily Local	Pass. Daily Lim.	Pass. Daily Local		Pass. Daily Local	Pass. Daily, except Sun. and Holidays	Daily Local	Pass. Sat. Sun. and Holidays Only Lim.	
	Leave P. M.	Leave P. M.	Leave P. M.	Leave A. M.		Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	
....	3:30	5:05	1:40	8:30	Minneapolis	9:50	3:10	7:20	9:30	....
....	3:43	5:18	....	8:43	Superior Boulevard	9:33	....	7:06	....	.13
....	3:44	5:19	....	8:44	University Club Heights	9:30	....	7:03	....	.15
....	3:46	5:21	....	8:46	Park Manor	9:29	....	7:02	....	.18
....	3:49	5:24	....	8:49	St. Louis Park	9:28	....	7:01	....	.20
....	3:50	5:25	....	8:50	Excelsior Ave.	9:26	....	6:59	....	.23
....	3:53	5:28	2.03	8:53	Brookside	9:24	2:46	6:57	9:05	.23
....	3:55	5:30	....	8:55	Warden	9:22	....	6:55	....	.25
....	3:56	5:31	....	8:56	Perry	9:20	....	6:53	....	.28
....	3:59	5:34	....	8:59	Cahill	9:18	....	6:51	....	.33
....	4:02	5:37	....	9:02	Bush Lake	9:12	....	6:45	....	.40
....	4:06	5:41	....	9:06	Nesbit	9:09	....	6:42	....	.43
....	4:07	5:43	....	9:07	Auto Club	9:07	....	6:40	8:49	.45
....	4:12	5:48	2:25	9:12	Savage	8:59	2:25	6:35	8:44	.50
....	4:16	5:52	....	9:16	Whittier	8:52	....	6:30	....	.58
....	4:24	6:00	....	9:24	Orchard Gardens	8:49	....	6:27	....	.63
....	4:27	6:03	2:40	9:27	Orchard Lake	8:46	2:14	6:24	8:32	.65
....	4:31	6:07	....	9:31	Oak Glen	8:39	....	6:18	....	.73
....	4:35	6:11	2:48	9:35	Antlers Park	8:36	2:06	6:15	8:24	.75
....	4:37	6:13	2:50	9:37	S Lakeville	8:34	2:04	6:13	8:22	.78
....	4:39	6:15	....	9:39	Vrooman	8:30	....	6:09	....	.80
....	4:42	6:19	2:56	9:43	Livingston	8:28	1:58	6:07	8:16	.85
....	4:43	6:20	....	9:44	Pools Crossing	8:24	....	6:03	....	.88
....	4:45	6:22	2:59	9:46	Eureka Center	8:23	1:53	6:02	8:11	.90
....	4:48	6:25	....	9:49	Christiania	8:20	....	5:59	....	.93
....	4:50	6:27	....	9:51	Greenvale	8:17	....	5:56	....	.98
....	4:53	6:30	....	9:54	Manhart	8:15	....	5:54	....	1.00
....	4:55	6:32	....	9:56	Balaclague	8:12	....	5:52	....	1.03
....	4:59	6:36	....	10:00	Simpson Orchard	8:08	....	5:48	....	1.08
....	5:08	6:45	3:22	10:10	S Northfield	8:00	1:33	5:40	7:51	1.15
....	5:16	6:50	3:27	10:15	S Dundas	7:53	1:27	5:34	7:44	1.23
....	5:21	6:55	....	10:20	Little Prairie	7:46	....	5:27	....	1.30
....	5:27	7:01	....	10:26	Scotts Mill	7:39	....	5:19	....	1.40
....	5:40	7:15	3:50	10:40	Faribault	7:30	1:05	5:10	7:20	1.50
....	P. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive		A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	

Light face type indicates A. M. **Dark face type indicates P. M.**; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

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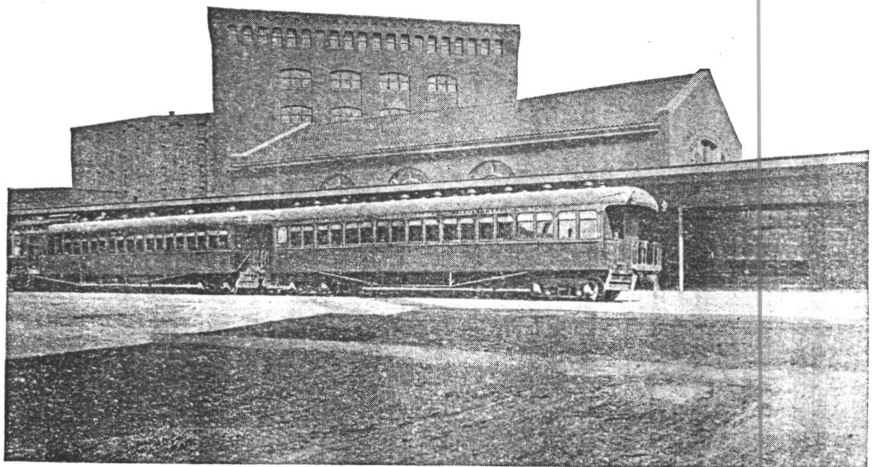

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 14

Effective JULY 27, 1924

		5	3	1	STATIONS	4	8	10		Fare from Minneapolis
		Pass. Daily	Pass. Sun. and Holidays Only	Pass. Daily		Pass. Daily	Pass. Daily	Pass. Sun. and Holidays Only		
		Leave P. M.	Leave P. M.	Leave A. M.		Arrive A. M.	Arrive P. M.	Arrive P. M.		
		4:00	**1:40**	8:30	Minneapolis	9:50	**6:15**	**9:30**	......	
......	......	**4:13**	**1:53**	8:43	Superior Boulevard	9:33	**5:57**	**9:14**	......	.13
......	......	**4:14**	**1:54**	8:44	University Club Heights	9:30	**5:54**	**9:11**	......	.15
......	......	**4:16**	**1:56**	8:46	Park Manor	9:29	**5:53**	**9:10**	......	.18
......	......	**4:19**	**1:59**	8:49	St. Louis Park	9:28	**5:52**	**9:09**	......	.20
......	......	**4:20**	**2:00**	8:50	Excelsior Ave.	9:26	**5:50**	**9:07**	......	.23
......	......	**4:23**	**2.03**	8:53	Brookside	9:24	**5:48**	**9:05**	......	.23
......	......	**4:25**	**2:05**	8:55	Warden	9:22	**5:46**	**9:03**	......	.25
......	......	**4:26**	**2:06**	8:56	Perry	9:20	**5:44**	**9:02**	......	.28
......	......	**4:29**	**2:09**	8:59	Cahill	9:18	**5:42**	**9:00**	......	.33
......	......	**4:32**	**2:12**	9:02	Bush Lake	9:12	**5:36**	**8:54**	......	.40
......	......	**4:36**	**2:16**	9:06	Nesbit	9:09	**5:33**	**8:51**	......	.43
......	......	**4:38**	**2:18**	9:07	Auto Club	9:07	**5:31**	**8:49**	......	.45
......	......	**4:43**	**2:25**	9:12	Savage	8:59	**5:26**	**8:44**	......	.50
......	......	**4:47**	**2:29**	9:16	Whittier	8:52	**5:21**	**8:38**	......	.58
......	......	**4:55**	**2:37**	9:24	Orchard Gardens	8:49	**5:18**	**8:35**	......	.63
......	......	**4:58**	**2:40**	9:27	Orchard Lake	8:46	**5:15**	**8:32**	......	.65
......	......	**5:00**	**2:42**	9:29	Argonne	8:43	**5:12**	**8:29**	......	.70
......	......	**5:02**	**2:44**	9:31	Oak Glen	8:39	**5:09**	**8:27**	......	.73
......	......	**5:06**	**2:48**	9:35	Antlers Park	8:36	**5:06**	**8:24**	......	.75
......	......	**5:08**	**2:50**	9:37	S Lakeville	8:34	**5:03**	**8:22**	......	.78
......	......	**5:10**	**2:52**	9:39	Vrooman	8:30	**4:58**	**8:18**	......	.80
......	......	**5:14**	**2:56**	9:43	Livingston	8:28	**4:56**	**8:16**	......	.85
......	......	**5:15**	**2:57**	9:44	Pools Crossing	8:24	**4:52**	**8:12**	......	.88
......	......	**5:17**	**2:59**	9:46	Eureka Center	8:23	**4:51**	**8:11**	......	.90
......	......	**5:20**	**3:02**	9:49	Christiania	8:20	**4:48**	**8:08**	......	.93
......	......	**5:22**	**3:04**	9:51	Greenvale	8:17	**4:45**	**8:05**	......	.98
......	......	**5:25**	**3:07**	9:54	Manhart	8:15	**4:43**	**8:03**	......	1.00
......	......	**5:27**	**3:09**	9:56	Balaclague	8:12	**4:41**	**8:01**	......	1.03
......	......	**5:31**	**3:13**	10:00	Simpson Orchard	8:08	**4:37**	**7:58**	......	1.08
......	......	**5:40**	**3:22**	10:10	S Northfield	8:00	**4:29**	**7:51**	......	1.15
......	......	**5:45**	**3:27**	10:15	S Dundas	7:53	**4:23**	**7:44**	......	1.23
......	......	**5:50**	**3:32**	10:20	Little Prairie	7:46	**4:16**	**7:36**	......	1.30
......	......	**5:56**	**3:38**	10:26	Scotts Mill	7:39	**4:09**	**7:29**	......	1.40
......	......	**6:10**	**3:50**	10:40	Faribault	7:30	**4:00**	**7:20**	......	1.50
......	......	P. M. Arrive	P. M. Arrive	A. M. Arrive		A. M. Leave	P. M. Leave	P. M. Leave		

Light face type indicates A. M. **Dark face type indicates P. M.**; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

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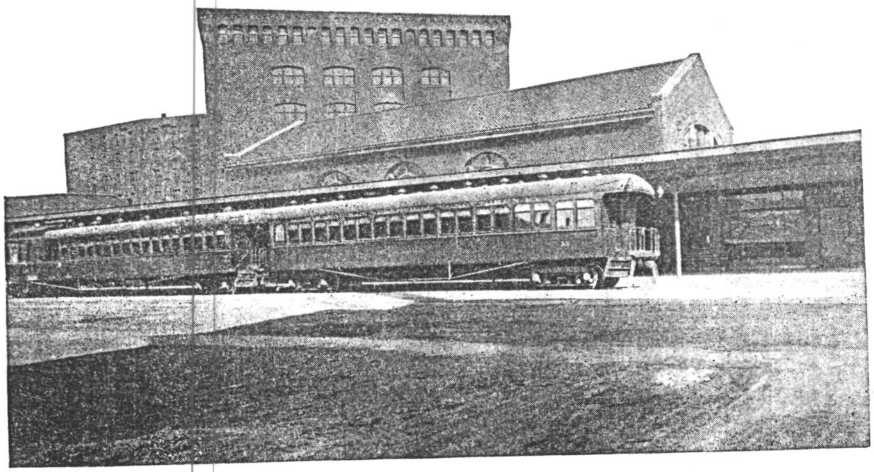


Minneapolis, Northfield & Southern Railway

TIME TABLE No. 15

Effective JANUARY 18, 1925

	5	203	1	Distance from Minneapolis	STATIONS	4	206	8	10	Fare from Minneapolis
	Pass. Daily	Pass. Daily Except Sun. & Holidays	Pass. Daily			Pass. Daily	Pass. Daily except Sun. & Holidays	Pass. Daily except Sun. & Holidays	Pass. Sun. and Holidays Only	
	Leave P. M.	Leave A. M.	Leave A. M.			Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	
....	**4:00**	....	9:40	......	S **Minneapolis**	11:00	....	**7:45**	**10:35**	....
....	**4:13**	....	9:53	**4.9**	**Superior Boulevard**	10:43	....	**7:27**	**10:19**	.13
....	**4:14**	....	9:54	**5.5**	**University Club Heights**	10:40	....	**7:24**	**10:16**	.15
....	**4:16**	....	9:56	**6.3**	**Park Manor**	10:39	....	**7:23**	**10:15**	.18
....	**4:19**	....	9:59	**7.3**	**St. Louis Park**	10:38	....	**7:22**	**10:14**	.20
....	**4:20**	....	10:00	**8.1**	**Excelsior Ave.**	10:36	....	**7:20**	**10:12**	.23
....	**4:23**	....	10:03	**9.0**	**Brookside**	10:34	....	**7:18**	**10:10**	.23
....	**4:25**	....	10:05	**9.7**	**Warden**	10:32	....	**7:16**	**10:08**	.25
....	**4:26**	....	10:06	**11.0**	**Perry**	10:30	....	**7:14**	**10:06**	.28
....	**4:29**	....	10:09	**12.1**	**Cahill**	10:28	....	**7:12**	**10:04**	.33
....	**4:32**	....	10:12	**15.3**	**Bush Lake**	10:19	....	**7:03**	**9:55**	.40
....	**4:36**	....	10:16	**16.7**	**Nesbitt**	10:16	....	**7:00**	**9:52**	.43
....	**4:38**	....	10:18	**17.5**	**Auto Club**	10:14	....	**6:58**	**9:50**	.45
....	**4:43**	....	10:23	**19.7**	**Savage**	10:09	....	**6:53**	**9:45**	.50
....	**4:47**	....	10:27	**22.9**	**Whittier**	10:02	....	**6:46**	**9:38**	.58
....	**4:55**	....	10:35	**24.3**	**Orchard Gardens**	9:59	....	**6:43**	**9:35**	.63
....	**4:58**	....	10:38	**25.7**	**Orchard Lake**	9:56	....	**6:40**	**9:32**	.65
....	**5:00**	....	10:40	**27.1**	**Argonne**	9:53	....	**6:37**	**9:29**	.70
....	**5:02**	....	10:42	**28.4**	**Oak Glen**	9:49	....	**6:33**	**9:25**	.73
....	**5:06**	....	10:46	**29.9**	**Antlers Park**	9:46	....	**6:30**	**9:22**	.75
....	**5:08**	....	10:48	**30.9**	S **Lakeville**	9:44	....	**6:28**	**9:20**	.78
....	**5:10**	....	10:50	**31.7**	**Vrooman**	9:40	....	**6:24**	**9:16**	.80
....	**5:14**	....	10:54	**34.0**	**Livingston**	9:38	....	**6:22**	**9:14**	.85
....	**5:15**	....	10:55	**34.8**	**Pools Crossing**	9:34	....	**6:18**	**9:10**	.88
....	**5:17**	....	10:57	**35.4**	**Eureka Center**	9:33	....	**6:17**	**9:09**	.90
....	**5:20**	....	11:00	**37.**	**Christiania**	9:30	....	**6:14**	**9:02**	.93
....	**5:22**	....	11:02	**38.6**	**Greenvale**	9:27	....	**6:11**	**8:59**	.98
....	**5:25**	....	11:05	**39.6**	**Manhart**	9:25	....	**6:09**	**8:57**	1.00
....	**5:27**	....	11:07	**40.4**	**Balaclague**	9:22	....	**6:06**	**8:54**	1.03
....	**5:31**	....	11:11	**42.8**	**Simpson Orchard**	9:18	....	**6:02**	**8:50**	1.08
....	**5:41**	5:35	11:21	**45.3**	S **Northfield**	9:10	7:31	**5:54**	**8:42**	1.15
....	**5:47**	5:41	11:27	**48.1**	S **Dundas**	9:00	7:25	**5:47**	**8:35**	1.23
....	**5:52**	5:46	11:32	**50.1**	**Clark's Crossing**	8:55	7:20	**5:40**	**8:30**	1.28
....	**5:54**	5:48	11:34	**51.8**	**Little Prairie**	8:53	7:18	**5:38**	**8:28**	1.30
....	**5:56**	5:50	11:36	**52.8**	**Bridgewater**	8:50	7:15	**5:35**	**8:25**	1.33
....	**6:01**	5:55	11:41	**55.1**	**Scotts Mill**	8:45	7:11	**5:30**	**8:21**	1.40
....	**6:04**	5:58	11:44	**56.1**	**Woodland**	8:42	7:08	**5:27**	**8:18**	1.43
....	**6:16**	6:10	11:56	**59.4**	S **Faribault**	8:34	7:00	**5:19**	**8:10**	1.50
....	**6:28**	....	**12:08**	**59.9**	**Sheffield Mill**	8:19	....	**5:04**	**7:55**	1.50
....	**6:31**	....	**12:11**	**62.9**	**Linden Park**	8:16	....	**5:01**	**7:52**	1.58
....	**6:33**	....	**12:13**	**63.9**	**Cannon Lake**	8:14	....	**4:59**	**7:50**	1.60
....	**6:40**	....	**12:20**	**65.9**	**Warsaw**	8:09	....	**4:54**	**7:45**	1.65
....	**6:46**	....	**12:26**	**69.**	S **Morristown**	8:03	....	**4:48**	**7:39**	1.73
....	**6:57**	....	**12:37**	**73.**	**Moeri's Crossing**	7:57	....	**4:42**	**7:33**	1.83
....	**7:01**	....	**12:41**	**74.9**	S **Waterville**	7:52	....	**4:37**	**7:28**	1.88
....	**7:16**	....	**12:55**	**80.9**	S **Elysian**	7:39	....	**4:24**	**7:16**	2.03
....	**7:23**	....	**1:02**	**83.4**	**Greenland**	7:34	....	**4:19**	**7:09**	2.10
....	**7:27**	....	**1:06**	**85.4**	**Culp's Crossing**	7:30	....	**4:15**	**7:05**	2.15
....	**7:33**	....	**1:12**	**87.9**	S **Madison Lake**	7:24	....	**4:09**	**6:59**	2.20
....	**7:40**	....	**1,19**	**91.9**	**Hill's Crossing**	7:17	....	**4:02**	**6:52**	2.30
....	**7;48**	....	**1:27**	**94.5**	**Watters**	7:10	....	**3:55**	**6:45**	2.38
....	**8:00**	....	**1:39**	**99.8**	S **Benning**	6:57	....	**3:42**	**6:32**	2.50
....	**8:15**	....	**1:55**	**103.5**	S **Mankato**	6:45	....	**3:30**	**6:20**	2.60
....	**P. M.** Arrive	**A. M.** Arrive	**P. M.** Arrive			A. M. Leave	A. M. Leave	**P. M.** Leave	**P. M.** Leave	

			207			206				
			Pass. Daily except Sun.			Pass. Daily except Sun.				
			Leave A. M.			Arrive A. M.				
....	....	....	10:50	54.2	S **Randolph**	9:35	....	....	....	1.38
....	....	....	10:56	51.4	**Wallace**	9:28	....	....	....	1.30
....	....	....	11:05	47.4	**Waterford**	9:18	....	....	....	1.20
....	....	....	11:12	45.3	S **Northfield**	9:10	....	....	....	1.15
			A. M. Arrive			A. M. Leave				

No. 4 connects at Northfield with No. 206.
No. 207 connects at Northfield with No. 1.

Light face type indicates A. M. **Dark face type indicates P. M.;** trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 16

Effective FEBRUARY 28, 1925

19	5	203	1	Distance from Minneapolis	STATIONS	4	206	18	8	10	Fare from Minneapolis
Pass. Sun. only	Pass. Daily	Pass. Daily Except Sun. Mon. & Holidays	Pass. Daily			Pass. Daily	Pass. Daily except Sun. & Holidays	Pass. Sat. only	Pass. Daily except Sun. & Holidays	Pass. Sun. and Holidays Only	
Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.			Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	
10:00	4:00	....	9:40	......	S Minneapolis	11:00	....	3:10	7:45	10:35	....
10:13	4:13	....	9:53	4.9	Superior Boulevard	10:43	....	2:55	7:27	10:19	.13
10:14	4:14	....	9:54	5.5	University Club Heights	10:40	....	2:52	7:24	10:16	.15
10:15	4:16	....	9:56	6.3	Park Manor	10:39	....	2:51	7:23	10:15	.18
10:17	4:19	....	9:59	7.3	St. Louis Park	10;38	....	2:50	7:22	10:14	.20
10:18	4:20	....	10:00	8.1	Excelsior Ave.	10:36	....	2:48	7:20	10:12	.23
10:21	4:23	....	10:03	9.0	Brookside	10:34	....	2:46	7:18	10:10	.23
10:23	4:25	....	10:05	9.7	Warden	10:32	....	2:44	7:16	10:08	.25
10:24	4:26	....	10:06	11.0	Perry	10:30	....	2:42	7:14	10:06	.28
10:27	4:29	....	10:09	12.1	Cahill	10:28	....	2:41	7:12	10:04	.33
10:30	4:32	....	10:12	15.3	Bush Lake	10:19	....	2:35	7:03	9:55	.40
10:34	4:36	....	10:16	16.7	Nesbitt	10:16	....	2:32	7:00	9:52	.43
10:36	4:38	....	10:18	17.5	Auto Club	10:14	....	2:30	6:58	9:50	.45
10:41	4:43	....	10:23	19.7	Savage	10:09	....	2:25	6:53	9:45	.50
10:45	4:47	....	10:27	22.9	Whittier	10:02	....	2:20	6:46	9:38	.58
10:53	4:55	....	10:35	24.3	Orchard Gardens	9:59	....	2:17	6:43	9:35	.63
10:56	4:58	....	10:38	25.7	Orchard Lake	9:56	....	2:14	6:40	9:32	.65
10:58	5:00	....	10:40	27.1	Argonne	9:53	....	2:11	6:37	9:29	.70
11:00	5:02	....	10:42	28.4	Oak Glen	9:49	....	2:08	6:33	9:25	.73
11:04	5:06	....	10:46	29.9	Antlers Park	9:46	....	2:06	6:30	9:22	.75
11:06	5:08	....	10:48	30.9	S Lakeville	9:44	....	2:04	6:28	9:20	.78
11:08	5:10	....	10:50	31.7	Vrooman	9:40	....	2:00	6:24	9:16	.80
11:12	5:14	....	10:54	34.0	Livingston	9:38	....	1:58	6:22	9:14	.85
11:13	5:15	....	10:55	34.8	Pools Crossing	9:34	....	1:54	6:18	9:10	.88
11:15	5:17	....	10:57	35.4	Eureka Center	9:33	....	1:53	6:17	9:09	.90
11:18	5:20	....	11:00	37.	Christiania	9:30	....	1:50	6:14	9:02	.93
11:20	5:22	....	11:02	38.6	Greenvale	9:27	....	1:47	6:11	8:59	.98
11:23	5:25	....	11:05	39.6	Manhart	9:25	....	1:45	6:09	8:57	1.00
11:25	5:27	....	11:07	40.4	Balaclague	9:22	....	1:43	6:06	8:54	1.03
11:29	5:31	....	11:11	42.8	Simpson Orchard	9:18	....	1:40	6:02	8:50	1.08
11:40	5:41	5:35	11:21	45.3	S Northfield	9:10	7:51	1:33	5:54	8:42	1.15
11:46	5:47	5:41	11:27	48.1	S Dundas	9:00	7:45	1:25	5:47	8:35	1.23
11:51	5:52	5:46	11:32	50.1	Clark's Crossing	8:55	7:40	1:20	5:40	8:30	1.28
11:53	5:54	5:48	11:34	51.8	Little Prairie	8:53	7:38	1:18	5:38	8:28	1.30
11:55	5:56	5:50	11:36	52.8	Bridgewater	8:50	7:35	1:15	5:35	8:25	1.33
11:59	6:01	5:55	11:41	55.1	Scotts Mill	8:45	7:31	1:11	5:30	8:21	1.40
12;03	6:04	5:58	11:44	56.1	Woodland	8:42	7:28	1:08	5:27	8:18	1.43
12:15	6:16	6:10	11:56	59.4	S Faribault	8:34	7:20	1:00	5:19	8:10	1.50
....	6:28	....	12:08	59.9	Sheffield Mill	8:19	....	....	5:04	7:55	1.50
....	6:31	....	12:11	62.9	Linden Park	8:16	....	....	5:01	7:52	1.58
....	6:33	....	12:13	63.9	Cannon Lake	8:14	....	....	4:59	7:50	1.60
....	6:40	....	12:20	65.9	Warsaw	8:09	....	....	4:54	7:45	1.65
....	6:46	....	12:26	69.	S Morristown	8:03	....	....	4:48	7:39	1.73
....	6:57	....	12:37	73.	Moeri's Crossing	7:57	....	....	4:42	7:33	1.83
....	7:01	....	12:41	74.9	S Waterville	7:52	....	....	4:37	7:28	1.88
....	7:16	....	12:55	80.9	S Elysian	7:39	....	....	4:24	7:16	2.03
....	7:23	....	1:02	83.4	Greenland	7:34	....	....	4:19	7:09	2.10
....	7:27	....	1:06	85.4	Culp's Crossing	7:30	....	....	4:15	7:05	2.15
....	7:33	....	1:12	87.9	S Madison Lake	7:24	....	....	4:09	6:59	2.20
....	7:40	....	1,19	91.9	Hill's Crossing	7:17	....	....	4:02	6:52	2.30
....	7;48	....	1:27	94.5	Watters	7:10	....	....	3:55	6:45	2.38
....	8:00	....	1:39	99.8	S Benning	6:57	....	....	3:42	6:32	2.50
....	8:15	....	1:55	103.5	S Mankato	6:45	....	....	3:30	6:20	2.60
A. M. Arrive	P. M. Arrive	A. M. Arrive	P. M. Arrive			A. M. Leave	A, M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	

207		STATIONS	206	
Pass. Daily except Sun.			Pass. Daily except Sun.	
Leave A. M.			Arrive A. M.	
10:50	54.2	S Randolph	9:35	1.38
10:56	51.4	Wallace	9:28	1.30
11:05	47.4	Waterford	9:18	1.20
11:12	45.3	S Northfield	9:10	1.15
A. M. Arrive			A. M. Leave	

No. 4 connects at Northfield with No. 206.
No. 207 connects at Northfield with No. 1.

Light face type indicates A. M. **Dark face type indicates P. M.**; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

Minneapolis, Northfield & Southern Railway

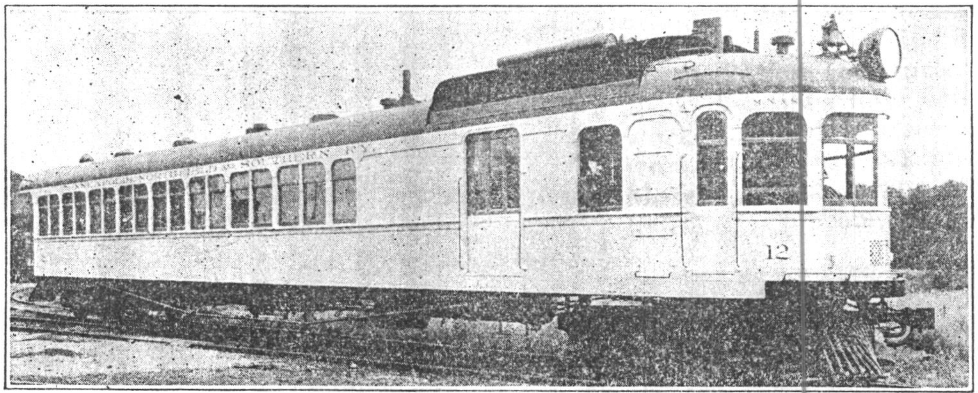
TIME TABLE No. 17 Effective SEPTEMBER 27, 1925

19	5	203	1	Distance from Minneapolis	STATIONS	4	206	8	18	Fare from Minneapolis
Sun. only	Daily	Daily Except Sun. Mon. & Holidays	Daily			Daily	Daily Except Sun. & Holidays	Daily	Sat. only	
Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.			Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	
9:00	**4:00**	......	8:45	......	S. . . . . Minneapolis	10:45	......	**9:35**	**3:05**	......
9:18	**4:18**	......	9:04	7.3	St. Louis Park	10:27	......	**9:18**	**2:48**	.20
9:22	**4:22**	......	9:09	9.0	Brookside	10:23	......	**9:13**	**2:44**	.23
9:24	**4:24**	......	9:11	9.7	Warden	10:21	......	**9:11**	**2:42**	.25
9:25	**4:25**	......	9:13	11.0	Perry	10:19	......	**9:09**	**2:40**	.28
9:28	**4:28**	......	9:16	12.1	Cahill	10:17	......	**9:07**	**2:38**	.33
9:31	**4:31**	......	9:19	15.3	Bush Lake	10:12	......	**9:02**	**2:33**	.40
9:35	**4:35**	......	9:23	16.7	Nesbitt	10:09	......	**8:59**	**2:30**	.43
9:37	**4:37**	......	9:25	17.5	Auto Club	10:07	......	**8:57**	**2:28**	.45
9:42	**4:42**	......	9:30	19.7	Savage	10:02	......	**8:52**	**2:23**	.50
9:46	**4:46**	......	9:34	22.9	Whittier	9:56	......	**8:46**	**2:17**	.58
9:54	**4:54**	......	9:42	24.3	Orchard Gardens	9:53	......	**8:43**	**2:14**	.63
9:57	**4:57**	......	9:45	25.7	Orchard Lake	9:50	......	**8:40**	**2:11**	.65
9:59	**4:59**	......	9:47	27.1	Argonne	9:47	......	**8:37**	**2:08**	.70
10:04	**5:04**	......	9:52	29.9	Antlers Park	9:42	......	**8:32**	**2:03**	.75
10:06	**5:06**	......	9:54	30.9	S. . . . . Lakeville	9:40	......	**8:30**	**2:01**	.78
10:12	**5:12**	......	10:00	34.0	Livingston	9:34	......	**8:24**	**1:55**	.85
10:15	**5:15**	......	10:03	35.4	Eureka Center	9:30	......	**8:20**	**1:51**	.90
10:18	**5:18**	......	10:06	37.	Christiania	9:27	......	**8:17**	**1:48**	.93
10:20	**5:20**	......	10:08	38.6	Greenvale	9:24	......	**8:14**	**1:45**	.98
10:23	**5:23**	......	10:11	39.6	Manhart	9:22	......	**8:12**	**1:43**	1.00
10:38	**5:38**	5:35	10:26	45.2	S. . . . . Northfield	9:09	7:51	**7:59**	**1:30**	1.15
10:44	**5:44**	5:41	10:32	48.1	S. . . . . Dundas	9:02	7:45	**7:52**	**1:23**	1.23
10:52	**5:52**	5:50	10:40	52.4	Bridgewater	8:54	7:35	**7:44**	**1:15**	1.33
11:10	**6:10**	6:10	10:58	59.3	S. . . . . Faribault	8:39	7:20	**7:29**	**1:00**	1.50
......	**6:28**	......	11:16	63.9	Cannon Lake	8:18	......	**7:08**	......	1.60
......	**6:31**	......	11:19	66.	Warsaw	8:15	......	**7:05**	......	1.65
......	**6:37**	......	11:25	69.	S. . . . . Morristown	8:09	......	**6:59**	......	1.73
......	**6:48**	......	11:36	75.	S. . . . . Waterville	7:58	......	**6:48**	......	1.88
......	**7:00**	......	11:48	80.9	S. . . . . Elysian	7:46	......	**6:34**	......	2.03
......	**7:05**	......	11:53	83.4	Greenland	7:40	......	**6:29**	......	2.10
......	**7:14**	......	**12:02**	88.	S. . . . . Madison Lake	7:31	......	**6:20**	......	2.20
......	**7:26**	......	**12:14**	94.6	Watters	7:19	......	**6:08**	......	2.38
......	**7:37**	......	**12:25**	99.9	S. . . . . Benning	7:09	......	**5:59**	......	2.50
......	**7:45**	......	**12:33**	103.6	S. . . . . Mankato	7:00	......	**5:50**	......	2.60
A. M. Arrive	P. M. Arrive	A. M. Arrive	P. M. Arrive			A. M. Leave	A. M. Leave	P. M. Leave	P. M. Leave	
			207			206				
			Pass. Daily except Sun.			Pass. Daily except Sun.				
			Leave A. M.			Arrive A. M.				
......	......	......	10:00	54.2	S. . . . . Randolph	9:30	......	......	......	1.38
......	......	......	10:06	51.4	Wallace	9:24	......	......	......	1.30
......	......	......	10:14	47.4	Waterford	9:16	......	......	......	1.20
......	......	......	10:20	45.3	S. . . . . Northfield	9:10	......	......	......	1.15
			A. M. Arrive			A. M. Leave				

No. 4 connects at Northfield with No. 206.
No. 207 connects at Northfield with No. 1.

Light face type indicates A. M. ***Dark face type indicates P. M.;*** trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.



Minneapolis, Northfield and Southern Railway

TOTAL MILEAGE OPERATED, 121.9 MILES.

12-20-1925

General Offices—Lincoln Bank Building, Minneapolis, Minn.

H. E. PENCE, President, Minneapolis, Minn.
W. B. STEPHENS, Assistant to President and Secretary, "
A. D. WALKER, Vice-President, "
AS. H. ELLISON, Vice-President, "
W. O. WINSTON, Treasurer, "
M. J. DOOLEY, General Manager, "

G. L. MARTIN, General Attorney, Minneapolis, Minn.
W. B. GRANGER, General Auditor, "
GEO. C. WRIGHT, Traffic Manager, "
P. H. SMITH, Superintendent, "
W. H. KRUMPELMANN, Master Mechanic, "
R. C. SMITH, Chief Engineer, "
R. E. SARTELL, Freight Claim and Car Service Agt., "

TRAFFIC REPRESENTATIVES

EO. C. WRIGHT, Traffic Manager, Minneapolis, Minn.
. J. SEXTON, General Agent, 209 Lincoln Bank Bldg, "
E. DELMORE, Traffic Solicitor, " "
E. PETERSON, Traffic Solicitor, " "
USTIN J. JONES, General Agent,
Room 720-42 Broadway, New York City.
RDON O'DAY, General Agent,
2-247 General Motors Building, Detroit, Mich.
RDON O'DAY, Jr., Trav. Fht. Agt., " "
J. MITCHELL, Gen. Agent, 534 Marquette Bldg, Chicago, Ill.
K. YOUNG, General Agt., 202 Jones Law Bldg, Pittsburgh, Pa.

G. W. NEUDLING, Gen. Agt., 2024 Railway Exchange Bldg, St. Louis, Mo.
F. P. GRACE, Commercial Agent, " "
————————, Gen. Agent, Hippodrome Bldg, Cleveland, O.
L. W. GENT, Gen. Agent, { 211 Ry. Exch. Bldg, Kansas City, Mo.
606 Kennedy Building, Tulsa, Okla.
ED. R. HORTON, General Agent, 827 Wilson Bldg, Dallas, Tex.
W. H. ANDREWS, General Agent,
509 Cotton Exchange Building, Los Angeles, Cal.
H. W. STIGLER, General Agent, 33 Porter Bldg, Memphis, Tenn.
F. C. NESSLY, General Agent, 4437 White Bldg, Seattle, Wash.

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 18

Effective DECEMBER 20, 1925

19	5	202	1	Distance from Minneapolis	STATIONS	4	206	8	10	18	Fare from Minneapolis
Sun. only	Daily	Daily Except Sun. Mon. & †Holidays	Daily			Daily	Daily Except Sun. & †Holidays	Daily Except Sun. & †Holidays	Sun. & †Holidays only	Sat. only	
Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.			Arrive A. M.	Arrive A. M.	Arrive P. M.	Arrive P. M.	Arrive P. M.	
9:00	4:00	......	9:15	......	S. ..... Minneapolis	10:45	......	7:15	10:35	3:05	......
9:23	4:18	......	9:34	7.3	St. Louis Park	10:27	......	6:56	10:13	2:48	.20
9:27	4:22	......	9:39	9.0	Brookside	10:23	......	6:52	10:09	2:44	.23
9:29	4:24	......	9:41	9.7	Warden	10:21	......	6:50	10:07	2:42	.25
9:31	4:26	......	9:43	11.0	Perry	10:19	......	6:48	10:05	2:40	.28
9:33	4:28	......	9:46	12.1	Cahill	10:17	......	6:46	10:03	2:38	.33
9:36	4:31	......	9:49	15.3	Bush Lake	10:12	......	6:41	9:58	2:33	.40
9:40	4:35	......	9:53	16.7	Nesbitt	10:09	......	6:38	9:55	2:30	.43
9:42	4:37	......	9:55	17.5	Auto Club	10:07	......	6:36	9:53	2:28	.45
9:48	4:42	......	10:02	19.7	Savage	10:02	......	6:31	9:48	2:23	.50
9:52	4:46	......	10:06	22.9	Whittier	9:56	......	6:25	9:42	2:17	.58
10:00	4:54	......	10:14	24.3	Orchard Gardens	9:53	......	6:22	9:39	2:14	.63
10:03	4:57	......	10:17	25.7	Orchard Lake	9:50	......	6:19	9:36	2:11	.65
10:05	4:59	......	10:19	27.1	Argonne	9:47	......	6:16	9:33	2:08	.70
10:10	5:04	......	10:24	29.9	Antlers Park	9:42	......	6:11	9:28	2:03	.75
10:12	5:06	......	10:26	30.9	S. ..... Lakeville	9:40	......	6:09	9:26	2:01	.78
10:18	5:12	......	10:32	34.0	Livingston	9:34	......	6:03	9:23	1:55	.85
10:21	5:15	......	10:35	35.4	Eureka Center	9:30	......	5:59	9:19	1:51	.90
10:24	5:18	......	10:38	37.	Christiania	9:27	......	5:56	9:16	1:48	.93
10:26	5:20	......	10:40	38.6	Greenvale	9:24	......	5:53	9:13	1:45	.98
10:29	5:23	......	10:43	39.6	Manhart	9:22	......	5:51	9:11	1:43	1.00
10:45	5:38	5:35	10:58	45.2	S. ..... Northfield	9:09	7:31	5:38	8:58	1:30	1.15
10:51	5:44	5:41	11:04	48.1	S. ..... Dundas	9:02	7:25	5:32	8:52	1:23	1.23
10:59	5:52	5:50	11:12	52.4	Bridgewater	8:54	7:15	5:24	8:44	1:15	1.33
11:15	6:10	6:10	11:30	59.3	S. ..... Faribault	8:39	7:00	5:09	8:29	1:00	1.50
......	6:28	......	11:48	63.9	Cannon Lake	8:16	......	4:47	8:07	......	1.60
......	6:33	......	11:53	66.	Warsaw	8:13	......	4:44	8:04	......	1.65
......	6:39	......	11:59	69.	S. ..... Morristown	8:06	......	4:38	7:58	......	1.73
......	6:52	......	12:12	75.	S. ..... Waterville	7:54	......	4:27	7:47	......	1.88
......	7:05	......	12:25	80.9	S. ..... Elysian	7:42	......	4:15	7:35	......	2.03
......	7:11	......	12:31	83.4	Greenland	7:36	......	4:10	7:30	......	2.10
......	7:21	......	12:41	88.	S. ..... Madison Lake	7:27	......	4:01	7:21	......	2.20
......	7:34	......	12:54	94.6	Watters	7:14	......	3:49	7:09	......	2.38
......	7:45	......	1:05	99.9	S. ..... Benning	6:59	......	3:39	6:59	......	2.50
......	7:55	......	1:15	103.6	S. ..... Mankato	6:50	......	3:30	6:50	......	2.60
P. M. Arrive	P. M. Arrive	A. M. Arrive	P. M. Arrive			A. M. Leave	A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	
			207			206					
			Pass. Daily except Sun.			Pass. Daily except Sun.					
			Leave A. M.			Arrive A. M.					
......	......	......	10:00	54.2	S. ..... Randolph	9:30	......	......	......	......	1.38
......	......	......	10:06	51.4	Wallace	9:24	......	......	......	......	1.30
......	......	......	10:14	47.4	Waterford	9:16	......	......	......	......	1.20
......	......	......	10:20	45.3	S. ..... Northfield	9:10	......	......	......	......	1.15
			A. M. Arrive			A. M. Leave					

No. 4 connects at Northfield with No. 206.
No. 207 connects at Northfield with No. 1.

Light face type indicates A. M. *Dark face type indicates P. M.*; trains stop on signal at all stations where time is shown; where no time is shown trains do not stop. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

†Holidays will include New Years day, Washingtons Birthday, Fourth of July, Labor Day and Christmas. When such Holidays occur on Sunday, the following Monday will be considered as a Holiday under this schedule.

FAST and RELIABLE SERVICE

THE MINNEAPOLIS BELT

The Minneapolis, Northfield and Southern Railway

forms an important link in the handling of carload freight traffic moving between the territory east and south of and including Chicago, Ill., and the northwest.

Carload shipments routed via the M. N. & S. Ry. are interchanged with the G. N., N. P., Soo and C. M. & St. P. at Minneapolis. Interchange with these lines is effected within a few hours where days are required for the same interchange at congested terminals, resulting in a substantial saving of time.

The M. N. & S. Ry. also has advantageously located terminals for the acceptance or delivery of freight shipments in the center of the business section of Minneapolis.

Routing of Through Freight

C. G. W. R.R., Randolph, M. N. & S. Ry., Minneapolis, care of G. N., N. P., Soo, or the reverse of this routing on eastbound shipments.

Routing of Minneapolis Freight

C. G. W. R.R., Randolph, M. N. & S. Ry.

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 2

Effective November 11, 1928

19	5	203	1	Distance from Minneapolis	STATIONS	4	206	8	10	18
Sun. only	Daily	Daily Except Sun. Mon. & Holi-days	Daily			Daily	Daily Except Sun. & Holi-days	Daily Except Sun. & Holi-days	Sun. & Holi-days only	Sat. only
Leave P. M.	Leave P. M.	Leave A. M.	Leave A. M.			Arrive A. M.	Arrive A. M	Arrive P M	Arrive P M.	Arrive P M.
9:00	4:00	......	9:15	......	S.... Minneapolis	10:45	......	7:15	9:35	3:05
9:23	4:18	......	9:34	7	St. Louis Park	10:27	......	6:56	9:13	2:48
9:27	4:22	......	9:39	9	Brookside	10:23	......	6:52	9:09	2:44
9:29	4:24	......	9:41	10	Warden	10:21	......	6:50	9:07	2:42
9:31	4:26	......	9:43	11	Perry	10:19	......	6:48	9:05	2:40
9:33	4:28	......	9:46	12	Cahill	10:17	......	6:46	9:03	2:38
9:36	4:31	......	9:49	15	Bush Lake	10:12	......	6:41	8:58	2:33
9:40	4:35	......	9:53	17	Nesbitt	10:09	......	6:38	8:55	2:30
9:42	4:37	......	9:55	18	Auto Club	10:07	......	6:36	8:53	2:28
9:48	4:42	......	10:02	20	Savage	10:02	......	6:31	8:48	2:23
9:52	4:46	......	10:06	23	Whittier	9:56	......	6:25	8:42	2:17
10:00	4:54	......	10:14	24	Orchard Gardens	9:53	......	6:22	8:39	2:14
10:03	4:57	......	10:17	26	Orchard Lake	9:50	......	6:19	8:36	2:11
10:05	4:59	......	10:19	27	Argonne	9:47	......	6:16	8:33	2:08
10:10	5:04	......	10:24	30	Antlers Park	9:42	......	6:11	8:28	2:03
10:12	5:06	......	10:26	31	S..... Lakeville	9:40	......	6:09	8:26	2:01
10:18	5:12	......	10:32	34	Livingston	9:34	......	6:03	8:23	1:55
10:21	5:15	......	10:35	35	Eureka Center	9:30	......	5:59	8:19	1:51
10:24	5:18	......	10:38	37	Christiania	9:27	......	5:56	8:16	1:48
10:26	5:20	......	10:40	39	Greenvale	9:24	......	5:53	8:13	1:45
10:29	5:23	......	10:43	40	Manhart	9:22	......	5:51	8:11	1:43
10:45	5:38	5:35	10:58	45	S.... Northfield	9:09	7:31	5:38	7:58	1:30
10:51	5:44	5:41	11:04	48	S..... Dundas	9:02	7:25	5:32	7:52	1:23
10:59	5:52	5:50	11:12	52	Bridgewater	8:54	7:15	5:24	7:44	1:15
11:15	6:10	6:10	11:30	59	S.... Faribault	8:39	7:00	5:09	7:29	1:00
......	6:28	......	11:48	64	Cannon Lake	8:16	......	4:47	7:07	......
......	6:33	......	11:53	66	Warsaw	8:13	......	4:44	7:04	......
......	6:39	......	11:59	69	S... Morristown	8:06	......	4:38	6:58	......
......	6:52	......	12:12	75	S... Waterville	7:54	......	4:27	6:47	......
......	7:05	......	12:25	81	S...... Elysian	7:42	......	4:15	6:35	......
......	7:11	......	12:31	83	Greenland	7:36	......	4:10	6:30	......
......	7:21	......	12:41	88	S... Madison Lake	7:27	......	4:01	6:21	......
......	7:34	......	12:54	95	Watters	7:14	......	3:49	6:09	......
......	7:45	......	1:05	100	S..... Benning	6:59	......	3:39	5:59	......
......	7:55	......	1:15	104	S..... Mankato	6:50	......	3:30	5:50	......
P. M. Arrive	P. M. Arrive	A. M. Arrive	P. M. Arrive			A. M. Leave	A. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave
			207			206				
		Pass Daily except Sun.				Pass. Daily except Sun				
			Leave A M			Arrive A. M.				
......	......	......	10:00	54	S..... Randolph	9:30	......	......	......	......
......	......	......	10:06	51	Wallace	9:24	......	......	......	......
......	......	......	10:14	47	Waterford	9:16	......	......	......	......
......	......	......	10:20	45	S..... Northfield	9:10	......	......	......	......
			Arrive			Leave				

No. 4 connects at Northfield with No. 206. No. 207 connects at Northfield with No. 1.

Minnesota Western Railroad Company

9	3	Distance from Minneapolis	STATIONS	6	12	14
Daily	Daily			Daily	Daily Except Sun. and Hol.	Sun. and Holi-days Only
Leave P. M.	Leave A. M.			Arrive A. M.	Arrive P. M.	Arrive P. M.
5:30	8:30	....	S..... Minneapolis	9:30	4:45	8:25
5:58	9:02	10	Parkers Lake	9:02	4:20	8:00
6:04	9:04	13	Wayzata	8:58	4:15	7:55
6:13	9:13	17	Crystal Bay	8:49	4:03	7:43
6:15	9:16	18	Stubbs Bay	8:46	4:00	7:40
6:22	9:22	21	Sunny Valley	8:40	3:54	7:34
6:31	9:31	24	Lyndale	8:31	3:45	7:25
6:44	9:45	30	S..... Watertown	8:13	3:27	7:07
6:54	9:57	35	Hazelton	8:04	3:16	6:56
6:59	10:02	38	Ocean	7:59	3:11	6:51
7:05	10:08	40	S....... Winsted	7:53	3:05	6:45
7:16	10:25	44	Sherman	7:42	2:53	6:33
7:25	10:35	49	S..... Silver Lake	7:33	2:44	6:24
7:34	10:45	53	Komensky	7:25	2:30	6:10
7:45	10:55	57	S..... Hutchinson	7:15	2:20	6:00
7:55	....	62	Acoma	7:05	....	....
8:03	....	66	Cedar Mills	6:57	....	....
8:11	....	71	Corvuso	6:48	....	....
8:21	....	76	S...... Cosmos	6:38	....	....
8:29	....	80	Thorp	6:29	....	....
8:40	....	85	S.... Lake Lillian	6:20	....	....
8:54	....	92	S...... Blomkest	6:06	....	....
9:03	....	96	Roseland	5:57	....	....
9:13	....	100	S...... Prinsburg	5:47	....	....
9:25	....	104	Pierson	5:36	....	....
9:36	....	109	S...... Clara City	5:24	....	....
9:50	....	115	S........ Gluek	5:10	....	....
P. M. Arrive	A. M. Arrive			A. M. Leave	P. M. Leave	P. M. Leave

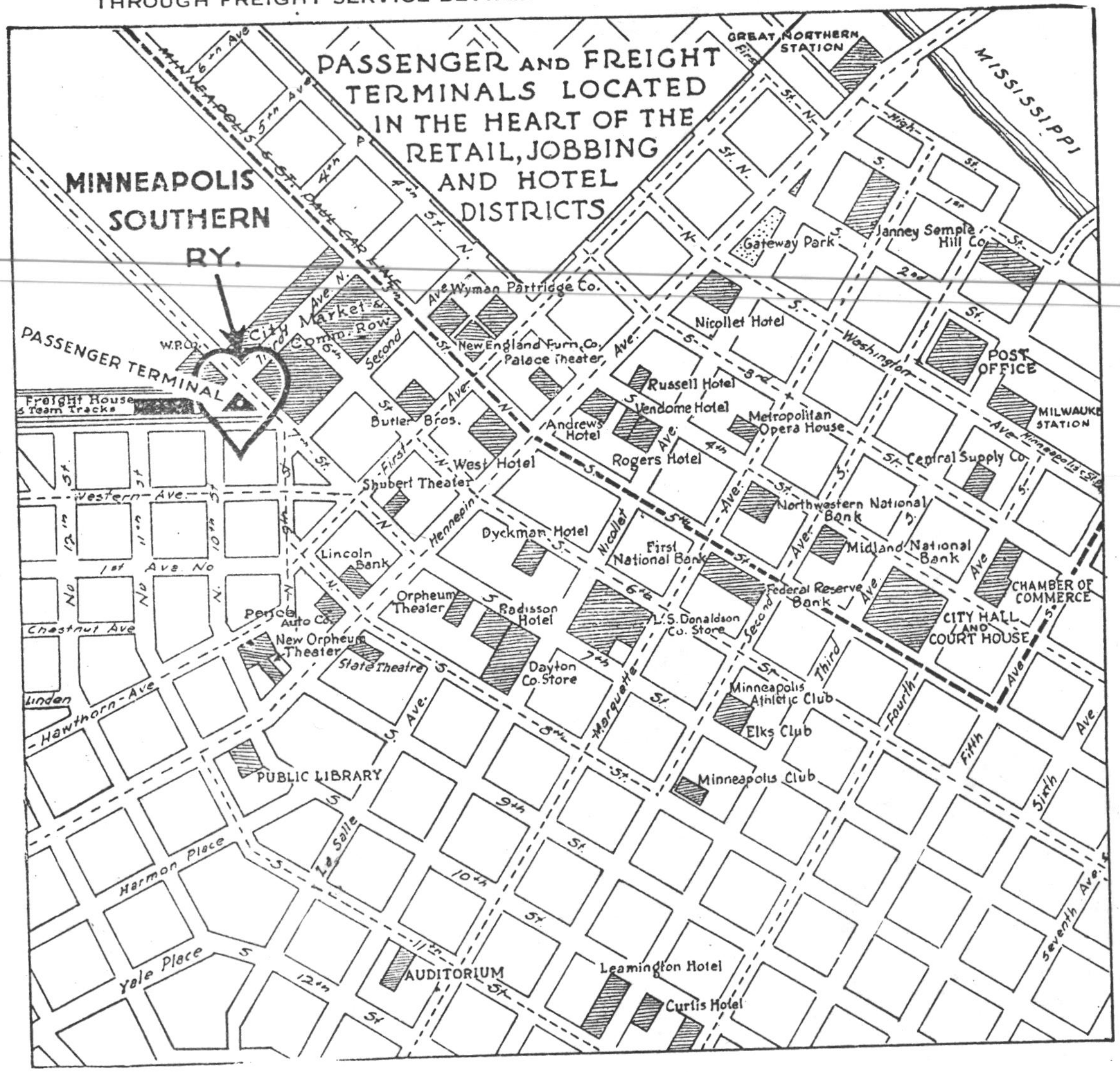
Light face type indicates A. M.; Dark Face type indicates P. M. Trains stop on signal at all stations where time is shown. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

Holidays will include New Years Day, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

When such Holidays occur on Sunday, the following Monday will be considered as a Holiday under this schedule.

THROUGH FREIGHT SERVICE BETWEEN MINNEAPOLIS AND THE EAST AND SOUTH


PASSENGER AND FREIGHT TERMINALS LOCATED IN THE HEART OF THE RETAIL, JOBBING AND HOTEL DISTRICTS
MINNEAPOLIS SOUTHERN RY.
PASSENGER TERMINAL
W.R.C.
Freight House & Team Tracks
MINNEAPOLIS & ST. PAUL CAR LINE
MISSISSIPPI
GREAT NORTHERN STATION
Gateway Park
Janney Semple Hill Co.
Wyman Partridge Co.
City Market & Comm. Row
New England Furn. Co.
Palace Theater
Nicollet Hotel
POST OFFICE
MILWAUKEE STATION
Russell Hotel
Vendome Hotel
Metropolitan Opera House
Andrews Hotel
Rogers Hotel
Central Supply Co.
Butler Bros.
West Hotel
Shubert Theater
Northwestern National Bank
Dyckman Hotel
Midland National Bank
First National Bank
Lincoln Bank
CHAMBER OF COMMERCE
Federal Reserve Bank
Orpheum Theater
Radisson Hotel
L.S. Donaldson Co. Store
CITY HALL AND COURT HOUSE
Pence Auto Co.
New Orpheum Theater
State Theatre
Dayton Co. Store
Minneapolis Athletic Club
Elks Club
PUBLIC LIBRARY
Minneapolis Club
AUDITORIUM
Leamington Hotel
Curtis Hotel
Hennepin Ave.
Nicollet Ave.
Marquette
Second Ave.
Third Ave.
Fourth Ave.
Fifth Ave.
Sixth Ave.
Seventh Ave.
Washington Ave.
High St.
Western Ave.
1st Ave No
Chestnut Ave
Linden
Hawthorn Ave
Harmon Place
Yale Place
La Salle

Time Table No. 2 Effective November 11, 1928

Minneapolis Northfield and Southern Railway

Minnesota Western Railroad Company

Minneapolis passenger terminal located at Seventh Street and Third Avenue North.

Passenger trains of steel construction throughout, insuring the greatest degree of safety to our patrons. Trains are operated by gasoline—electric power—no smoke or cinders. Clean, comfortable, well ventilated cars.

Special rates and special train service for excursion parties. Further information will be furnished promptly on application or by telephoning Main 0591, Minneapolis.

The successful operation of this railroad is dependent upon the **service** rendered to our patrons. We are always glad to receive suggestions for the improvement of **that service.**

G. C. WRIGHT, Traffic Manager, Minneapolis.
205 Lincoln Bank Building

Soo Line cars - First up on North end No. 2
N.P. Ry cars - First up on North end No. 1
South cars - First up on South end No. 1
No bill and hold cars on South end No. 2
Shoreham-Randolph Crews
Southbound

Cars for movement to Glenwood Junction on Peerless reduce or set out other cars either track west yard.

Northbound

All cars to be set out, place on Peerless.

13 A member of the crew will be stationed on rear platform of caboose between MP 15 and south end of Minnesota river bridge to watch for indications of derailment.

BETWEEN GLENWOOD JCT. & NORTHFIELD JCT.

North Bound Trains are Superior to Trains of the Same Class in Opposite Direction.

SOUTH BOUND					Car Capacity of Siding	Station Number	Distance from Minneapolis	TIME TABLE NO. 2 Taking Effect 12:01 A. M. SUNDAY, NOV. 11, 1928	Signs and Letters	NORTH BOUND					
SECOND CLASS		FIRST CLASS								FIRST CLASS				SECOND CLASS	
97	95	19	5	1						4	8	18	10	94	92
Time Freight Daily	Time Freight Daily	Passenger Sunday Only	Passenger Daily	Passenger Daily				STATIONS		Passenger Daily	Passenger Daily Ex. Sunday	Passenger Saturday Only	Passenger Sunday Only	Time Freight Daily	Time Freight Daily
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE						ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE
		P. M. 9:05	P. M. 4:00	A. M. 9:15		0		MINNEAPOLIS	D.N.	A. M. 10:45	P. M. 7:15	P. M. 3:05	P. M. 9:35		
P. M. 6:30	P. M. 4:00	* 9:15	* 4:10	* 9:25	Yard	3	3.15	3.15 GLENWOOD JCT.	PCO G.W.	* 10:35	* 7:04	* 2:56	* 9:22	A. M. 5:15	A. M. 11:20
6:35	5 **4:11**	9:16	95 **4:11**	9:26		4	4.71	1.56 SOONOR		10:32	7:01	2:53	9:19	5:11	11:16
6:40	4:25	*10 **9:18**	* 4:13	* 9:28	11	5	4.87	0.16 SUPERIOR		* 10:31	* 7:00	* 2:52	*19 **9:18**	5:10	11:15
8 **6:52**	4:30	9:21	* 4:16	* 9:32		6	6.33	1.46 PARK MANOR	P.	* 10:28	*97 **6:57**	* 2:49	* 9:14	5:05	11:10
8:00	4:40				Yard	G6		(G. N. Interchange) CEDAR LAKE YARD	Y.W.					5:00	11:00
8 **8:10**	5:00	* 9:21	* 4:16	* 9:32		6	6.33	PARK MANOR	P.	* 10:28	*97 **6:57**	* 2:49	* 9:14	4:54	10:51
8:15	5:05	f 9:23	f 4:18	f 9:34		7	7.27	.94 (Street Railway Crossing) ST. LOUIS PARK		f 10:27	f 6:56	f 2:48	f 9:13	4:51	10:48
8:21	5:11	f 9:27	f 4:22	f 9:39	11	9	8.99	1.72 BROOKSIDE	P.	f 10:23	f 6:52	f 2:44	f 9:09	4:45	10:42
8:24	5:14	f 9:29	f 4:24	f 9:41	45	10	9.74	0.75 WARDEN	P.	f 10:21	f 6:50	f 2:42	f 9:07	4:42	10:39
8:32	5:22	f 9:33	f 4:28	f 9:46	8	12	12.08	2.34 CAHILL	P.	f 10:17	f 6:46	f 2:38	f 9:03	4:37	10:32
8:35	5:25	* 9:34	* 4:29	* 9:47	3	13	12.80	0.70 ATWOOD SPUR	P.	* 10:16	* 6:45	* 2:37	* 9:02	4:34	10:29
8:46	5:37	f 9:40	f 4:35	f 9:53	5	17	16.70	3.90 NESBITT	P.	f 10:09	f 6:38	f 2:30	f 8:55	4:22	10:17
10 **8:53**	5:40	f 9:42	f 4:37	f 9:55	Yard	18	17.48	0.78 AUTO CLUB	P. Y.	f 10:07	f 6:36	f 2:28	f97 **8:53**	4:20	10:15
								1.51 MINN. RIV. DRAW BDGE.							
9:00	5:50	f 9:48	f 4:42	92 f4 **10:02**	30	19	19.65	0.66 SAVAGE	P. W.	92 1 f **10:02**	f 6:31	f 2:23	f 8:48	3:56	1 4 **10:02**
92 **9:39**	8 **6:22**	f 10:00	f 4:54	f 10:14	45	24	24.32	4.67 ORCHARD GARDENS	P.	f 9:53	f95 **6:22**	f 2:14	f 8:39	3:42	97 **9:39**
9:44	6:27	f 10:03	f 4:57	f 10:17	15	26	25.72	1.40 ORCHARD LAKE	P.	f 9:50	f 6:19	f 2:11	f 8:36	3:38	9:34
9:50	6:33	f 10:05	f 4:59	f 10:19	3	27	27.10	1.40 ARGONNE	P.	f 9:47	f 6:16	f 2:08	f 8:33	3:34	9:30
9:59	6:42	f 10:10	f 5:04	f 10:24	20	30	29.86	2.80 ANTLER'S PARK	P. Y.	f 9:42	f 6:11	f 2:03	f 8:28	3:24	9:20
19 **10:12**	6:55	s97 **10:12**	s 5:06	s 10:26	45	31	30.86	1.00 (C. M. & St. P. Crossing) LAKEVILLE	C. W. D. N.	s 9:40	s 6:09	s 2:01	s 8:26	3:21	9:12
10:40	7:12	f 10:18	f 5:12	f 10:32	2	34	33.99	3.13 (C. M. & St. P. Xing Gates) LIVINGSTON	P.	f 9:34	f 6:03	f 1:55	f 8:23	3:06	8:56
10:46	7:18	f 10:21	f 5:15	f 10:35	45	36	35.38	1.39 EUREKA CENTER	P.	f 9:30	f 5:59	f 1:51	f 8:19	2:55	8:50
10:56	7:28	f 10:24	f 5:18	f 10:38	6	37	37.00	1.62 CHRISTIANA	P.	f 9:27	f 5:56	f 1:48	f 8:16	2:50	8:45
11:05	7:37	f 10:29	f 5:23	f 10:43	4	40	39.60	2.60 MANHART	Pl.	f 9:22	f 5:51	f 1:43	f 8:11	2:41	8:36
11:17	7:49	* 10:36	* 5:30	* 10:50	50	44	43.34	3.74 ELLISON	P.	* 9:15	* 5:44	* 1:36	* 8:04	2:30	8:25
11:25	10 **8:00**	* 10:39	* 8 **5:33**	* 10:53			45.02	1.68 NORTHFIELD JCT.	P.	* 9:11	* 5 **5:40**	* 1:32	*95 **8:00**	2:20	8:10
P. M.	P. M.	P. M.	P. M.	A. M.			45.54	.05 C. M. & St. P. Crossing		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
					Yard	46	45.74	.20 NORTHFIELD	P. Y. W.						
							46.04	.30 C. M. & St. P. Crossing							
			Between Northfield Jct. and Mankato trains will be governed by C. G. W. rules and Current Time Table.		22	49	48.54	2.54 DUNDAS			Between Northfield Jct. and Mankato trains will be governed by C. G. W. rules and Current Time Table.				
					22	53	52.88	4.30 BRIDGE WATER							
								3.62 C. R. I. & P. Crossing							
							58.51	2.01 FARIBAULT JCT.							
6:10 A. M.		11:15 P. M.				60	59.94	1.43 FARIBAULT	Y. G. W.			1:00 P. M.			
			7:55 P. M.	1:15 P. M.	Yard	C99	103.50	MANKATO		6:50 A. M.	3:30 P. M.		5:50 P. M.		
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE						LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE
97	95	19	5	1						4	8	18	10	94	92

Time Tables of Foreign Lines
While using tracks of other companies trainmen and enginemen will be governed by the rules and the time tables of such companies, a copy of which must be in their possession

Work at Minneapolis
Just before departing 7th St. Station conductor will announce in coach and waiting room where train is destined. In case of through trains will call stations at which train stops.

North Bound trains will call from Northfield Jct. and give time of clearing C. G. W. rails.

AUTO CLUB, NICOLLET AVENUE BRANCH

North Bound Trains are Superior to Trains of the Same Class in Opposite Direction.

SOUTH BOUND				TIME TABLE NO. 2		NORTH BOUND
SECOND CLASS				Taking Effect 12:01 A. M. Sunday Nov. 11, 1928		SECOND CLASS
407						408
Freight Mon., Wed. and Fri.	Car Capacity of Siding	Station Number	Distance from Nicollet Avenue in Miles	STATIONS	Signs and Letters	Freight Mon., Wed. and Fri.
LEAVE						ARRIVE
A. M.						A. M.
11:15	Yard	B10		NICOLLET AVENUE	Y.	10:15
				.07		
11:19	25-9	B9	.07	BACHMAN		10:11
				2.04		
11:25	7	B7	2.11	WILSON		10:05
				2.18		
11:33	8-9	B5	4.39	OXBORO		9:57
				1.31		
11:39	8	B3	5.70	BLOOMINGTON		9:51
				1.29		
11:45	3	B2	6.99	PALMER		9:45
				1.00		
11:50	5	B1	7.99	MASONIC HOME		9:40
				1.10		
11:55	Yard	18	9.09	AUTO CLUB	P. Y.	9:30
A. M.						A. M.
ARRIVE						LEAVE
407						408

BETWEEN SOONOR and M. N. & S. JUNCTION

North Bound Trains Are Superior to Trains of Same Class in Opposite Direction

SOUTH BOUND					TIME TABLE NO. 2		NORTH BOUND	
SECOND CLASS					Taking Effect 12:01 A. M. Sunday, Nov. 11, 1928		SECOND CLASS	
397	395						394	392
Freight Daily	Freight Daily	Car Capacity of Siding	Station Number	Distance from M. N. & S. Jct. in Miles	STATIONS	Signs and Letters	Freight Daily	Freight Daily
LEAVE	LEAVE						ARRIVE	ARRIVE
P. M.	P. M.						A. M.	A. M.
6:05	3:35		F6		M. N. & S. JCT.	P.	5:50	11:55
					1.40			
				1.40	ROCKFORD ROAD			
					4.08			
6:30	4:00	80	F1	5.48	WESTERN AVENUE	P.	5:25	11:30
					.45			
6:35	4:05		4	5.93	SOONOR	Y. P.	5:11	11:16
P. M.	P. M.						A. M.	A. M.
ARRIVE	ARRIVE						LEAVE	LEAVE
397	395						394	392

RATING OF ENGINES IN TONS

TERRITORY	Engines 200 Class	Engines 100 Class	Engines 300 Class	Engines 400 Class
Mpls to Auto Club	700	1000	1100	1500
Auto Club to Antler's Park	400	700	800	1000
Antler's Park to Northfield	800	1400	1600	2000
Northfield to Minneapolis	750	1200	1400	1800

Above ratings are exclusive of caboose and tender; will govern on ruling grades between points indicated, and will in no manner interfere with additional tonnage being handled when grades permit; and when engines are unable to haul rating, enginemen will designate to conductor number of tons to be reduced and will wire train dispatcher why reduction is necessary.

Responsibility for reducing trains below rating must be assumed by enginemen and not by conductors.

Train dispatcher will determine rate to be handled when reduction is required by weather conditions.

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 3

Effective May 11, 1930

19	5	203	Distance from Minneapolis	STATIONS	4	206	18
Sun. only	Daily	Daily Except Sun. Mon. & Holidays			Daily	Daily Except Sun. & Holidays	Sat. only
Leave P. M.	Leave P. M.	Leave A. M.			Arrive A. M.	Arrive A. M.	Arrive P. M.
9:00	4:00	......	......	S. Minneapolis	10:45	......	3:05
9:23	4:18	......	7	St. Louis Park	10:27	......	2:48
9:27	4:22	......	9	Brookside	10:23	......	2:44
9:29	4:24	......	10	Warden	10:21	......	2:42
9:31	4:26	......	11	Perry	10:19	......	2:40
9:33	4:28	......	12	Cahill	10:17	......	2:38
9:36	4:31	......	15	Bush Lake	10:12	......	2:33
9:40	4:35	......	17	Nesbitt	10:09	......	2:30
9:42	4:37	......	18	Auto Club	10:07	......	2:28
9:48	4:42	......	20	Savage	10:02	......	2:23
9:52	4:46	......	23	Whittier	9:56	......	2:17
10:00	4:54	......	24	Orchard Gardens	9:53	......	2:14
10:03	4:57	......	26	Orchard Lake	9:50	......	2:11
10:05	4:59	......	27	Argonne	9:47	......	2:08
10:10	5:04	......	30	Antlers Park	9:42	......	2:03
10:12	5:06	......	31	S. Lakeville	9:40	......	2:01
10:18	5:12	......	34	Livingston	9:34	......	1:55
10:21	5:15	......	35	Eureka Center	9:30	......	1:51
10:24	5:18	......	37	Christiania	9:27	......	1:48
10:26	5:20	......	39	Greenvale	9:24	......	1:45
10:29	5:23	......	40	Manhart	9:22	......	1:43
10:45	5:37	5:35	45	S. Northfield	9:09	7:31	1:30
10:51	5:43	5:41	48	S. Dundas	9:02	7:25	1:23
10:59	5:50	5:56	52	Bridgewater	8:54	7:15	1:15
11:15	6:08	6:10	59	S. Faribault	8:39	7:00	1:00
......	6:25	......	64	Cannon Lake	8:16	......	......
......	6:28	......	66	Warsaw	8:13	......	......
......	6:33	......	69	S. Morristown	8:06	......	......
......	6:43	......	75	S. Waterville	7:54	......	......
......	6:55	......	81	S Elysian	7:42	......	......
......	7:01	......	83	Greenland	7:36	......	......
......	7:10	......	88	S. Madison Lake	7:27	......	......
......	7:22	......	95	Watters	7:14	......	......
......	7:32	......	100	S. Benning	6:59	......	......
......	7:40	......	104	S. Mankato	6:50	......	......
P. M. Arrive	P. M. Arrive	A. M. Arrive			A. M. Leave	A. M. Leave	P. M. Leave

Pass. Daily except Sun. and Holidays		207				206 Pass. Daily except Sun. and Holidays				
		Leave A. M.				Arrive A. M.				
......	......	10:00	......	54	S. Randolph	9:30	......	......	......	......
......	......	10:06	......	51	Wallace	9:24	......	......	......	......
......	......	10:14	......	47	Waterford	9:16	......	......	......	......
......	......	10:20	......	45	S. Northfield	9:10	......	......	......	......
		Arrive				Leave				

No. 4 connects at Northfield with No. 206.

Minnesota Western Railroad Company

9	Distance from Minneapolis	STATIONS	6
Daily			Daily
Leave P. M.			Arrive A. M.
5:30	....	S. Minneapolis	9:30
5:56	10	Parkers Lake	9:02
6:01	13	Wayzata	8:58
6:09	17	Crystal Bay	8:49
6:13	18	Stubbs Bay	8:46
6:17	21	Sunny Valley	8:40
6:26	24	Lyndale	8:31
6:44	30	S. Watertown	8:13
6:54	35	Hazelton	8:04
6:59	38	Ocean	7:59
7:05	40	S. Winsted	7:53
7:16	44	Sherman	7:42
7:25	49	S. Silver Lake	7:33
7:34	53	Komensky	7:25
7:45	57	S. Hutchinson	7:15
7:55	62	Acoma	7:05
8:03	66	Cedar Mills	6:57
8:11	71	Corvuso	6:48
8:21	76	S. Cosmos	6:38
8:29	80	Thorp	6:29
8:40	85	S. Lake Lillian	6:20
8:54	92	S. Blomkest	6:06
9:03	96	Roseland	5:57
9:13	100	S. Prinsburg	5:47
9:25	104	Pierson	5:36
9:36	109	S. Clara City	5:24
9:50	115	S. Gluek	5:10
P. M. Arrive			A. M. Leave

Light face type indicates A. M.; **Dark Face type indicates P. M.** Trains stop on signal at all stations where time is shown. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

Holidays will include New Years Day, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

When such Holidays occur on Sunday, the following Monday will be considered as a Holiday under this schedule.

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 4

Effective Jan. 17, 1931

5 Daily Except Sun. & Holidays Leave P. M.	Distance from Minneapolis		STATIONS	4 Daily Except Sun. & Holidays Arrive A. M.
5:20		S	Minneapolis	10:40
5:38	7		St. Louis Park	10:22
5:42	9		Brookside	10:18
5:44	10		Warden	10:16
5:46	11		Perry	10:14
5:48	12		Cahill	10:12
5:51	15		Bush Lake	10:07
5:55	17		Nesbitt	10:04
5:57	18		Auto Club	10:02
6:02	20		Savage	9:57
6:06	23		Whittier	9:51
6:14	24		Orchard Gardens	9:48
6:17	26		Orchard Lake	9:45
6:19	27		Argonne	9:42
6:24	30		Antlers Park	9:37
6:26	31	S	Lakeville	9:35
6:32	34		Livingston	9:29
6:35	35		Eureka Center	9:25
6:38	37		Christiania	9:22
6:40	39		Greenvale	9:19
6:43	40		Manhart	9:17
6:55	45	S	Northfield	9:05
7:02	48	S	Dundas	8:58
7:12	52		Bridgewater	8:48
7:30	59	S	Faribault	8:30

OVER

OVER

Minnesota Western Railroad Company

9 Daily Leave P. M.	Distance from Minneapolis		STATIONS	6 Daily Arrive A. M.
5:30		S	Minneapolis	9:30
5:56	10		Parkers Lake	9:02
6:01	13		Wayzata	8:58
6:09	17		Crystal Bay	8:49
6:13	18		Stubbs Bay	8:46
6:17	21		Sunny Valley	8:40
6:26	24		Lyndale	8:31
6:44	30	S	Watertown	8:13
6:54	35		Hazelton	8:04
6:59	38		Ocean	7:59
7:05	40	S	Winsted	7:53
7:16	44		Sherman	7:42
7:25	49	S	Silver Lake	7:33
7:34	53		Komensky	7:25
7:45	57	S	Hutchinson	7:15
7:55	62		Acoma	7:05
8:03	66		Cedar Mills	6:57
8:11	71		Corvuso	6:48
8:21	76	S	Cosmos	6:38
8:29	80		Thorp	6:29
8:40	85	S	Lake Lillian	6:20
8:54	92	S	Blomkest	6:06
9:03	96		Roseland	5:57
9:13	100	S	Prinsburg	5:47
9:25	104		Pierson	5:36
9:36	109	S	Clara City	5:24
9:50	115	S	Gluek	5:10
P. M. Arrive				A. M. Leave

OVER

OVER

Light face type indicates A. M.; Dark Face type indicates P. M. Trains stop on signal at all stations where time is shown. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

Holidays will include New Years Day, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

When such Holidays occur on Sunday, the following Monday will be considered as a Holiday under this schedule.

Minneapolis, Northfield & Southern Railway

TIME TABLE No. 5

Effective July 17, 1931

5 Daily Except Sun. & Holidays Leave P. M.	Distance from Minneapolis	STATIONS	4 Daily Except Sun. & Holidays Arrive A. M.
5:20	......	S.... Minneapolis	11.20
5:38	7	St. Louis Park	11.02
5:42	9	Brookside	10.58
5:44	10	Warden	10.56
5:46	11	Perry	10.54
5:48	12	Cahill	10.52
5:51	15	Bush Lake	10.47
5:55	17	Nesbitt	10.44
5:57	18	Auto Club	10.42
6:02	20	Savage	10.37
6:06	23	Whittier	10.31
6:14	24	Orchard Gardens	10.23
6:17	26	Orchard Lake	10.25
6:19	27	Argonne	10.22
6:24	30	Antlers Park	10.17
6:26	31	S..... Lakeville	10.15
6:32	34	Livingston	10.09
6:35	35	Eureka Center	10.05
6:38	37	Christiania	10.02
6:40	39	Greenvale	9.59
6:43	40	Manhart	9.57
6:55	45	S.... Northfield	9.45

OVER

OVER

Minnesota Western Railroad Company

9 Daily Leave P. M.	Distance from Minneapolis	STATIONS	6 Daily Arrive A. M.
5:30	....	S..... Minneapolis	9:30
5:56	10	Parkers Lake	9:02
6:01	13	Wayzata	8:58
6:09	17	Crystal Bay	8:49
6:13	18	Stubbs Bay	8:46
6:17	21	Sunny Valley	8:40
6:26	24	Lyndale	8:31
6:44	30	S..... Watertown	8:13
6:54	35	Hazelton	8:04
6:59	38	Ocean	7:59
7:05	40	S....... Winsted	7:53
7:16	44	Sherman	7:42
7:25	49	S..... Silver Lake	7:33
7:34	53	Komensky	7:25
7:45	57	S..... Hutchinson	7:15
7:55	62	Acoma	7:05
8:03	66	Cedar Mills	6:57
8:11	71	Corvuso	6:48
8:21	76	S....... Cosmos	6:38
8:29	80	Thorp	6:29
8:40	85	S..... Lake Lillian	6:20
8:54	92	S...... Blomkest	6:06
9:03	96	Roseland	5:57
9:13	100	S...... Prinsburg	5:47
9:25	104	Pierson	5:36
9:36	109	S...... Clara City	5:24
9:50	115	S........ Gluek	5:10
P. M. Arrive			A. M. Leave

OVER

OVER

Light face type indicates A. M.; **Dark Face type indicates P. M.** Trains stop on signal at all stations where time is shown. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

Holidays will include New Years Day, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

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MINNEAPOLIS, NORTHFIELD & SOUTHERN RY.

5	Mls.	*July* 17, 1931.	4
P M		lve. . . **Minneapolis** . . arr.	A M
b5 20	0	. . *7th St. and 3d Ave., N.* . .	11 20
— —	4.7	**Soonor**	— —
5 38	7.3	St. Louis Park	11 02
5 42	9.0	Brookside	10 58
5 44	9.7	Warden	10 56
5 46	11.0	Perry	10 54
5 48	12.1	Cahill	10 52
5 51	15.3	Bush Lake	10 47
5 55	16.7	Nesbitt	10 44
5 57	17.5	**Auto Club**	10 42
6 02	19.7	**Savage**	10 37
6 06	22.9	Whittier	10 31
6 14	24.3	Orchard Gardens	10 28
6 17	25.7	Orchard Lake	10 25
6 19	27.1	Argonne	10 22
6 24	29.9	Antlers Park	10 17
6 26	30.9	**Lakeville**	10 15
6 32	34.0	Livingston	10 09
6 35	35.4	Eureka Center	10 05
6 38	37.0	Christiania	10 02
6 40	38.6	Greenvale	9 59
6 43	39.6	Manhart	9 57
6 55	45.2	**Northfield**	b9 45
P M		ARRIVE LEAVE	A M

Routing of Through Freight

C. G. W., Randolph, M. N. & S. Railway, or C. R. I. & P. Railway, Northfield, M. N. & S. Railway.

Minneapolis, care of G. N., N. P., Soo, or C. M. St. P. & P. or the reverse of this routing on *Eastbound* shipments.

Routing of Minneapolis Freight

C. G. W., Randolph, M. N. & S. Railway, or C. R. I. & P. Railway, Northfield, M. N. & S. Railway.

MINNEAPOLIS, NORTHFIELD & SOUTHERN RY.

	Mls.	*January*, 1931.	
		LEAVE ARRIVE	
Freight Service only.	0	**Randolph**	**Freight Service only.**
	8.9	**Northfield**	
		ARRIVE LEAVE	

	Mls.		
Freight Service only.	0	**Masonic Home**	**Freight Service only.**
	1.0	Palmer	
	2.2	Bloomington	
	3.5	Oxboro	
	5.7	Wilson	
	8.2	**Nicollet Avenue**	

	Mls.		
Freight Service only.	0	**Soonor**	**Freight Service only.**
	10.3	**Northtown**	
	12.0	**Shoreham**	

MINNESOTA WESTERN R.R.

No. 9	Mls	*July* 17, 1931.	No. 6
		LEAVE ARRIVE	
*5 30 P M	0	**Minneapolis**	9 30 A M
5 56 "	10	Parkers Lake	9 02 "
6 01 "	13	**Wayzata**	8 58 "
6 09 "	17	Crystal Bay	8 49 "
6 13 "	18	Stubbs Bay	8 46 "
6 17 "	21	Sunny Valley	8 40 "
6 26 "	24	Lyndale	8 31 "
6 44 "	31	Watertown	8 13 "
6 54 "	36	Hazelton	8 04 "
6 59 "	38	Ocean	7 59 "
7 05 "	41	Winsted	7 53 "
7 16 "	45	Sherman	7 42 "
7 25 "	49	**Silver Lake**	7 33 "
7 34 "	53	Komensky	7 25 "
7 45 "	58	**Hutchinson**	7 15 "
7 55 "	63	Acoma	7 05 "
8 03 "	67	Cedar Mills	6 57 "
8 11 "	71	Corvuso	6 48 "
8 21 "	76	Cosmos	6 38 "
8 29 "	80	Thorp	6 29 "
8 40 "	85	Lake Lillian	6 20 "
8 54 "	92	Blomkest	6 06 "
9 03 "	96	Roseland	5 57 "
9 13 "	100	Prinsburg	5 47 "
9 25 "	104	Pierson	5 36 "
9 36 "	109	**Clara City**	5 24 "
9 50 P M	115	arr. . . . . . **Gluek** . . . . . lve.	*5 10 A M

EXPLANATION OF SIGNS.

* Daily; *b* daily, except Sunday and holidays.

STANDARD—*Central time.*

CONNECTIONS.

Minneapolis, Minn.—With all lines.

Northfield, Minn.—With Chicago Great Western R.R., Chicago, Rock Island & Pacific Ry. and Chicago, Milwaukee, St. Paul & Pacific Ry.

Randolph, Minn.—With Chicago Great Western R.R.

Savage, Minn.—With Chicago, St. Paul, Minneapolis and Omaha Ry.

TIME TABLE NO. 8

MINNESOTA
WESTERN
RAILWAY

EFFECTIVE
DECEMBER 16, 1934

TIME TABLE NO. 8

MINNEAPOLIS,
NORTHFIELD
&
SOUTHERN
RAILWAY

EFFECTIVE
DECEMBER 16, 1934

M. N. & S. RY.

5		4
Daily Except Sun.	STATIONS	Daily Except Sun.
Leave P. M.		Arrive A. M.
5:00	S. .Minneapolis. . . .	10:25
5:19	. .St. Louis Park. . .	10:07
5:22	. . . . .Brookside. . . .	10:03
5:24	. . . . . . .Warden.	10:01
5:26	. . . . .Perry.	9:59
5:27	. . . . .Cahill.	9:58
5:31	. . . . .Bush Lake. . . .	9:53
5:35	. . . . . . .Nesbitt.	9:50
5:37	. . . . .Auto Club. . . .	9:48
5:42	. . . . . . .Savage.	9:43
5:50	. . . . . .Whittier.	9:39
5:54	.Orchard Gardens.	9:37
5:57	. .Orchard Lake. . . .	9:34
5:59	. . . . . .Argonne.	9:31
6:04	. . .Antlers Park. . . .	9:26
6:07	S. . . . .Lakeville. . . .	9:24
6:12	. . . .Livingston. . . .	9:18
6:15	. . .Eureka Center. . .	9:16
6:18	. . . . .Christiania. . . .	9:13
6:20	. . . . . .Greenvale. . . .	9:10
6:22	. . . . . . .Manhart. . . .	9:08
6:30	S. . . .Northfield. . . .	9:00
P. M. Arrive		A. M. Leave

M. W. RY.

9		6
Daily Except Sun.	STATIONS	Daily Except Sun.
Leave P. M.		Arrive A. M.
5:30	S. .Minneapolis. . . .	9:30
5:58	. . . . Creelman. . . .	9:01
6:01	. . . . . .Wayzata.	8:58
6:09	. . . .Crystal Bay. . . .	8:49
6:13	. . . .Stubbs Bay. . . .	8:46
6:17	. . .Sunny Valley. . .	8:40
6:26	. . . . .Lyndale.	8:31
6:44	S. . .Watertown. . . .	8:13
6:54	. . . . .Hazelton.	8:04
6:59	. . . . . . .Ocean.	7:59
7:05	S. . . . .Winsted.	7:53
7:16	. . . . .Sherman.	7:42
7:25	S. . .Silver Lake. . . .	7:33
7:34	. . . . Komensky.	7:25
7:45	S. . .Hutchinson. . .	7:15
7:55	. . . . . . .Acoma.	7:05
8:03	. . . .Cedar Mills. . . .	6:57
8:11	. . . . . .Corvuso.	6:48
8:21	S. . . . .Cosmos.	6:38
8:29	. . . . . . .Thorp.	6:29
8:40	S. . .Lake Lillian. . .	6:20
8:54	S. . . . .Blomkest. . . .	6:06
9:03	. . . . .Roseland. . . .	5:57
9:13	S. . . . .Prinsburg. . . .	5:47
9:25	. . . . . .Pierson.	5:36
9:36	S. . . .Clara City. . . .	5:24
9:50	S. . . . . .Gluek.	5:10
P. M. Arrive		A. M. Leave

Light face type indicates A. M.; **Dark Face type indicates P. M.** Trains stop on signal at all stations where time is shown. S—Regular stop.

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Minneapolis, Northfield & Southern Railway

Minnesota Western Railway Company

Electric Short Line Terminal Company

TIME TABLE

No. 7

Superseding M.N.&S. Ry. Time Table No. 6

M. W. Ry. Time Table No. 6
E. S. L. Terminal Time Table No. 6
Dated December 16, 1934

Taking Effect At 12:01 A. M.,
Sunday, January 2nd, 1944

For The Information And Government Of Employes Only

S. J. FOSTER, Superintendent
J. R. BRANLEY, General Manager

Minneapolis, Northfield & Southern Railway

Minnesota Western Railway Company

Electric Short Line Terminal Company

TIME TABLE

No. 7

Superseding M.N.&S. Ry. Time Table No. 6

M. W. Ry. Time Table No. 6
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Taking Effect At 12:01 A. M.,
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For The Information And Government Of Employes Only

S. J. FOSTER, Superintendent
J. R. BRANLEY, General Manager

MINNEAPOLIS, NORTHFIELD & SOUTHERN RAILWAY

Between Glenwood Jct. and Northfield Yard

TIME TABLE NO. 7

Takes Effect 12:01 A. M.
Sunday, January 2nd, 1944

SOUTHWARD				Station Number	Distance From Minneapolis	STATIONS	Signs	Car Capacity Passing Track	NORTHWARD			
Second Class			First Class						First Class	Second Class		
3	1		5						6		2	4
Time Freight Daily	Time Freight Daily		Passenger Daily Except Sunday						Passenger Daily Except Sunday		Time Freight Daily	Time Freight Daily
			L 5.30 PM	0	—	MINNEAPOLIS Y	DN	—	A 9.26 AM			
TRAINS BETWEEN MINNEAPOLIS AND GLENWOOD JCT. WILL BE GOVERNED BY E. S. L. T. TIME TABLE												
			A 5.40	3	3.15	GLENWOOD JCT. WOG	PC	YD	L 9.14			
						1.56						
L 8.36 PM	L 9.51 AM			4	4.71	SOONOR. Y	P				A 2.00 PM	A 1.00 PM
						1.59						
8.40	9.55			6	6.30	PARK MANOR W	P	28			1.55	12.55
				G6		(G. N. INTERCHANGE) CEDAR LAKE YARD		YD				
9.10	10.30			6	6.33	PARK MANOR W (MILW. RY. INTERCHANGE)	P				1.25	12.25
						1.58						
9.15	10.35			7	7.88	MILWAUKEE JCT.	P				1.20	12.20
						1.87						
9.25	10.45			10	9.75	WARDEN	P	36			1.10	12.10
						3.09						
9.30	10.50			13	12.84	ATWOOD	P	30			1.02	12.02 AM
						4.67						
9.40	11.00			18	17.51	AUTO CLUB Y	P	YD			12.52	11.52
						1.13						
					18.64	MINN. RIV. DRAW BRIDGE						
						.34						
				A19	18.98	PORT CARGILL	P	YD				
						.68						
9.50	11.10			19	19.66	SAVAGE	P				12.42	11.42
						4.69						
10.10	11.30			24	24.35	ORCHARD GARDENS	P	53			12.30	11.30
						6.50						
10.25	11.45			31	30.85	MILW. R. R. CROSSING LAKEVILLE YW	DNC	40			12.13	11.13
						3.13						
					33.98	MILW. R. R. CROSSING AUT. INTL'G.						
						1.43						
10.33	11.53			36	35.41	EUREKA CENTER	P	43			12.03 AM	11.03
						7.63						
10.45	12.05 PM			44	43.04	SIMPSON		18			11.52	10.52
						2.94						
A10.50 PM	A12.10 PM			45	45.98	NORTHFIELD YARD TW	DN				L11.45 PM	L10.45 AM
				R45	—	ROCK ISLAND INTERCHANGE						
				M45	—	MILWAUKEE INTERCHANGE		YD				
3	1		5						6		2	4

MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILWAY

Auto Club--Nicollet Avenue Branch

Southward 2nd Class 9 Monday Wednesday Friday	Station Number	Distance From Auto Club	Time Table No. 7 Takes Effect 12:01 A. M. Sunday, Jan. 2nd, 1944 Stations	Signs	Car Capacity Sidings	Northward 2nd Class 10 Monday Wednesday Friday
A11.55 AM	18	0	....AUTO CLUB....	PY	YD	L10.00 AM
	B1	1.10	.MASONIC HOME.		5	
	B3	3.39	.BLOOMINGTON..		8	
11.35	B5	4.70	.....OXBORO......		17	10.25
	B7	6.98	......WILSON......		12	
	B9		.....BACHMAN....			
L11.15	B10	9.00	NICOLLET AVENUE	Y	YD	A10.45
9						10

Trains or engines operating between Auto Club and Nicollet Ave. will be governed by Rule 93 and will not require train orders.

MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILWAY

Between Soonor and M. N. & S. Junction

Southward Second Class 1 Time Freight Daily	Southward Second Class 3 Time Freight Daily	Station Number	Miles From M. N. & S. Jct.	Time Table No. 7 Takes Effect 12:01 A. M. Sunday, Jan. 2nd, 1944 Stations	Signs	Car Capacity Sidings	Northward Second Class 2 Time Freight Daily	Northward Second Class 4 Time Freight Daily
L 9.20 AM	L 8.05 PM	F6	0	M. N. & S. JCT. 4.86	P	—	A 2.30 AM	A 1.30 PM
			4.86	M. W. RY. XING .71				
9.50	8.35	F1	5.57	WESTERN AVE.. .36	PY	YD	2.15	1.15
A 9.51	A 8.36	4	5.93	......SOONOR......	P		L 2.00 AM	L 1.00 PM
1	3						2	4

ELECTRIC SHORT LINE TERMINAL COMPANY

Between Minneapolis and Glenwood Jct.

WESTWARD Second Class			WESTWARD First Class 5 Passenger Daily Except Sunday	Miles From Minneapolis	TIME TABLE No. 7 Takes Effect 12:01 A. M. Sunday, January 2nd, 1944 STATIONS	Signs	EASTWARD First Class 6 Daily Except Sunday	EASTWARD Second Class		
			L 5.30 PM	0	MINNEAPOLIS..........Y	DN	A 9.26 AM			
				1.52	G. N. CROSSING AUT. INTL'G. PENN AVENUE					
					SIXTH AVENUE NORTH					
			A 5.40 PM	3.13	GLENWOOD JUNCTION..........WOG	PC	L 9.14 AM			
			5				6			

MINNESOTA WESTERN RAILWAY COMPANY

Between Glenwood Jct. and Gluek

WESTWARD			Station Number	Distance From Minneapolis	TIME TABLE No. 7 Takes Effect 12:01 A. M. Sunday, January 2nd, 1944	Signs	Car Capacity Sidings	EASTWARD			
Second Class		First Class						First Class	Second Class		
7		5						6		8	
Freight Monday Wednesday Friday		Passenger Daily Except Sunday			STATIONS			Passenger Daily Except Sunday		Freight Tuesday Thursday Saturday	
		L 5.30 PM	0	3.15	MINNEAPOLIS Y	DN		A 9.26 AM			
TRAINS BETWEEN MINNEAPOLIS AND GLENWOOD JCT. WILL BE GOVERNED BY E. S. L. T. TIME TABLE											
L 7.15 AM		f 5.40 PM	3	3.15	3.15 GLENWOOD JCT. WOG	PC	YD	9.14		A 1.45 PM	
				4.43	1.28 M. N. & S. CROSSING						
f 7.25		f 5.46	C5	5.50	1.07 WINNETKA		3	f 9.09		f 1.35	
f 7.27		f 5.47	C6	5.91	.41 BUSCH	P	6	f 9.08		f 1.34	
f 7.49		f 5.56	C10	10.08	4.17 PARKER'S LAKE	P	5	f 9.00		f 1.20	
			C12	11.74	1.66 PENCE		2				
f 7.59		f 6.05	C14	13.66	1.92 SUMMIT PARK	P	5	f 8.53		f 1.07	
f 8.10		f 6.13	C18	17.72	4.06 STUBBS BAY	P	2	f 8.44		f12.55	
f 8.30 6		f 6.26	C24	23.97	6.25 LYNDALE	P	14	f 8.30 7		f12.38	
s 9.00		s 6.44	C31	30.18	6.21 WATERTOWN W	D	20	s 8.12		s12.20 PM	
s 9.45		s 7.05	C41	40.08	9.90 WINSTED	D	35	s 7.52		s11.35	
f 9.56		f 7.16	C45	44.46	4.38 SHERMAN	P	2	f 7.41		f11.04	
s10.10		s 7.25	C49	48.61	4.15 SILVER LAKE	D	22	s 7.32		s10.52	
f10.20		f 7.33	C53	52.63	4.02 KOMENSKY	P	2	f 7.24		f10.38	
s11.35		s 7.45	C58	57.40	4.77 HUTCHINSON WYC	D	40	s 7.15		s10.25	
f11.58		s 8.03	C67	66.11	8.71 CEDAR MILLS	P	23	f 6.56		f 8.54	
f12.09 PM		s 8.11	C71	70.26	4.15 CORVUSO	P	8	s 6.47		f 8.43	
s12.32		s 8.21	C76	75.07	4.81 COSMOS	D	25	s 6.37		s 8.30	
f12.43		f 8.29	C80	79.15	4.08 THORP	P	8	f 6.27		f 8.08	
s 1.10		s 8.40	C85	84.10	4.95 LAKE LILLIAN WY	D	25	s 6.18		s 7.55	
s 1.35		s 8.54	C92	91.14	7.04 BLOMKEST	D	20	s 6.05		s 7.27	
f 1.45		s 9.03	C96	95.20	4.06 ROSELAND	P	30	s 5.56		f 7.12	
s 2.00		s 9.13	C100	99.40	4.20 PRINSBURG	D	20	s 5.46		s 7.00	
				108.30	8.90 G. N. CROSSING						
s 2.35		s 9.36	C110	108.88	.58 CLARA CITY W	D	21	s 5.24		s 6.25	
A 3.00 PM		A 9.50 PM	C115	114.65	5.77 GLUEK TC	D	YD	L 5.10 AM		L 6.00 AM	
7		5						6		8	

SPECIAL INSTRUCTIONS

Standard Clocks:

Minneapolis Dispatchers Office
Glenwood Junction Enginehouse

Superiority of Trains:

Northward and Eastward trains are Superior to Southward and Westward trains of the same class.

Register Stations:

Minneapolis, 7th St., all trains
Glenwood Jct., all trains Except No. 5
Northfield Yard, all trains
Gluek, all trains.

Bulletin Boards:

Minneapolis, 7th St. Depot
Glenwood Jct.—Engine House
Western Avenue—Yard Office
Shoreham—{Yard Office / Roundhouse
Northfield—Yard Office
Randolph—Telegraph Office
Gluek—Engine House.

Yard Limits—MN&S Railway

MN&S Jct.—From 2700 ft. south of home signal to MN&S Jct. switch.

Western Ave.—From 2250 ft. south of switch at Soonor to 200 ft. north of M.W. Ry. railroad crossing.

Glenwood Jct.—From 2250 ft. south of switch at Soonor to M.W. Ry. main line switch.

Park Manor—From 3472 ft. south of south switch to 1950 ft. north of cross over switch.

Auto Club—From 3305 ft. south of south wye switch to 2532 ft. north of north wye switch.

Savage—From 2211 ft. south of switch to 1638 ft. north of switch.

Lakeville—From 3020 ft. south of south switch coal dock to 200 ft. north of north wye switch.

Northfield—From 2823 ft. north of St. Olaf Ave. to end of line, Northfield Yard.

Nicollet Ave. Line—Continuous from main line wye switches Auto Club to end of line, Nicollet Ave.

Yard Limits—M.W. Railway

Glenwood Jct.—From M.W. Ry. main line switch to 2268 ft. west.

Watertown—From 2200 ft. east of extreme east switch to 2500 ft. west of extreme west switch.

Hutchinson—From 1800 ft. east of tile spur switch to 700 ft. west of west wye switch.

Gluek—From 2000 ft. east of turntable switch to end of line.

ESLT Company—Continuous from M.W. Railway main line switch, Glenwood Jct. to end of line 7th St. depot—Minneapolis.

Railroad Crossings at Grade—MN&S Ry.

MP 1.07—Soonor line—M.W. Railway
(Normal position—Clear for MN&S Ry.)

Lakeville—Milwaukee Ry.—Interlocked.
(Non-operating distant signals)

MP 30.83—Milwaukee Ry.—Automatic interlocking, non-operating distant signals.

Railroad Crossings at Grade—M.W. Railway

MP 4.43—MN&S Railway—Gate operated by trainmen. Normal position against M.W. Ry.

Clara City—.58 east—G.N. Ry., automatic interlocking by gates operated by trainmen, normal position gates against M.W. Ry.

Railroad Crossings at Grade—E.S.L.T. Co.

Penn Ave.—Minneapolis, G.N. Ry., automatic interlocking. Non-operating distant signals.

Trains approaching interlocking plants must be brought under control at distant signal prepared to stop if necessary.

Normal Position of Junction Switches:

Minneapolis—East end double track, Holden Street Bridge for eastward main.

Glenwood Jct.—For M.W. Ry. main. West end of double track for westward main, ESLT Co.

Soonor—Soonor Line.

Auto Club—North-South wye for Minneapolis line.

Derails must be set in derailing position except while being used.

Location of Spring Switches:

West end of double track 672 ft. east of Great Northern Ry. crossing Penn Ave. Normal position for Eastward Main.

East end of Double track 398 ft. west of G.N. Ry. crossing, Penn Ave., normal position for westward main.

Train movements may be made "through" these switches in a trailing point direction when switches are in normal position without operating the switch stand. Dwarf signals displaying lunar white for proceed and red for stop govern train movements over these switches. The speed of a train running through a spring switch shall not exceed 15 miles per hour. When part of a train has run through a spring switch and is stopped before the movement is completed it must not make a reverse movement or permit slack to run back until switches are lined over by hand and locked in reverse position. The conductor or engineer must see that switches are restored to and locked in normal position immediately after train has cleared the switches. When a train in either direction is stopped by a signal governing the movement over the spring switch, the switch shall be set by hand in proper position for the train movement.

Siding Capacity—As listed opposite stations in time table, 107 ft. has been allowed for engine and caboose and the capacity of siding is then based on 46 ft. average car length.

Electric lanterns may be used to display white lights only. They must not be used displaying colored lights for flagging purposes.

SPUR TRACKS NOT SHOWN IN SCHEDULES:

MN&S Railway	Station Number	Mile Post
Superior	5	1.56
Metalloy Co.	A6	2.50
Standard Oil	8	5.0
Canfield Deidrick	8	5.0
Young Fuel Co.	9	6.20
M. W. Railway		
Mpls. City Wk. House	C-11	10.68

SPEED RESTRICTIONS:

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY. Within the limits of municipalities, enginemen will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

M.N.&S. Railway

Maximum Speed	40 MPH
Over railroad crossings	20 MPH
Trains handling steam derrick, pile driver, cranes or other pivoting machinery on its own wheels, or short test scale car	25 MPH
An engine running forward without cars or hauling only caboose must observe speed restrictions prescribed for freight trains, but not in excess of	35 MPH
Engines backing up hauling cars or when running light (Diesel eng. not incl.)	20 MPH
Through crossovers and through switches	15 MPH
So. switch Auto Club to switch Port Cargill	15 MPH
900 ft. south MP 20 to 2500 ft. north of MP 21	25 MPH
250 ft. north MP 21 to 3250 ft. north of MP 22	20 MPH
2500 ft. south MP 24 to 3000 ft. north of MP 27	35 MPH
Nicollet Ave. Line	20 MPH
Highway Crossings:	
St. Louis Park — Lake St. and Walker St	10 MPH
Excelsior Blvd.	15 MPH
MP 5 to Br. 5.5	15 MPH
Northfield	
St. Olaf Ave. to Northfield Yard	15 MPH

Minnesota Western Railway	F	P
Maximum Speed	25	35
Glenwood Jct. to Prinsburg	25	35
Prinsburg to MP 102.5	15	25
MP 102.5 to Clara City	25	35
Clara City to Gluek	15	25
Over railroad crossings	15	15
Engines running forward without cars or hauling caboose only must observe speed restrictions prescribed for freight trains, but not in excess of	20	20
Engines backing up with cars or light engines	15	15
Through crossovers and switches	10	10

Movement over street and highway crossings:

Wilson—H.W. No. 5

Lyndale Ave. North—Glenwood Avenue

All trains or engines will come to full stop to clear these crossings, and the flagman must then proceed to the crossing with red flag by day or a red light by night and protect vehicular traffic against all switch or train movements made over the crossings.

ELECTRIC SHORT LINE TERMINAL COMPANY

The two main line tracks between Glenwood Junction and switch west of bridge over Great Northern tracks at Royalston Avenue, Minneapolis, are operated as double track under double track rules. Trains keep to the right—north track for WESTWARD, south track for EASTWARD.

Trains will operate under the rules of the Minnesota Western Railway and MN&S Ry. and all train orders affecting the running of trains over these tracks will be signed with the initials of the Dispatcher.

Trains moving against current of traffic between Glenwood Junction and Minneapolis will proceed at restricted speed expecting to find main track occupied.

A trainman must be stationed on rear platform of caboose on all trains moving either north or south between Port Cargill and MP 15 to watch for any indication of derailment or other accident. If any unusual amount of dust, dirt or fire flying, or any marks are seen on the ties, crossing planks or bridge ties that would indicate a possible accident, trainmen must take immediate action to stop train at once and look over before proceeding.

Lights on train order signals will not be displayed when office is closed.

TIME TABLE RULES

Motors, engines or cars must not be detached from a train while train is moving.

A full report of accidents or unusual occurrences must be sent to the Superintendent by telephone promptly, and followed by regular report.

Accident reports in duplicate on proper forms must be made promptly no matter how insignificant the accident may appear.

Whenever the view becomes obscured by fog or snow, conductors must immediately notify the Train Dispatcher. Condr. and Engr. then take necessary precaution to insure safe movement of train.

When fuses are used, they must not be deposited on bridges or in any place where there is danger from fire.

During winter months Trainmen must examine, and if necessary, thoroughly clean out switches before using them. A small amount of ice or snow at the points is liable to cause a derailment.

When using switches the lock must be placed in staple before motors, engines or trains pass over them. When trainmen are at a swg. waiting for a train to pass, they will station themselves on the opposite side of track or 40 ft. from the switch stand and remain there until the expected train has passed.

When a train takes siding to be met or passed by another train, the train taking siding will pull in to clear the main track before stopping. Trainmen must not signal the engineer to stop until the train clears the main track.

Conductors and brakemen must examine their train whenever there is an opportunity to do so, looking particularly for hot boxes and defective draft and brake rigging.

Conductors must report by wire to Train Dispatcher all bad order cars left at intermediate stations, also make notation on face of and back of waybill that the car covered by this waybill is in bad order, noting the nature of the defect.

Cars must not be left on passing tracks without orders from Train Dispatcher.

When taking or leaving cars at stations where there is no one on duty, Conductors must leave a list in bill box, showing what cars he has taken or left, number of train, and time of arrival and departure.

Conductors of trains setting out or picking up cars at junction points where car inspectors are not employed, or are not on duty, must make a record in their train book of any defect in the car or shortage of air brake attachments, etc.

Conductors must see that brakes are set on all cars moved or left at stations by them before their train leaves the station, and that derail switches are replaced after using sidings, whether there are cars on siding or not.

Conductors must report to Superintendent cars found not sealed or improperly sealed, and have them properly sealed at the first opportunity, making a full record of the same.

Conductors must make a record in their train book of all flat wheels, giving number and initials of cars, where hauled from and to, and mail a report to the Superintendent from the first station after the flat wheels are discovered.

Conductors of freight trains must report to operator at stations where they stop, the number of loads, empties and tons in their train.

Conductors must leave a switch list at yard office at end of their runs, showing cars in their train, to what point billed, and whether loaded or empty commencing at rear of their train.

Freight trains must not pass a passenger train standing on opposite track, receiving or discharging passengers, except when for any reason the passenger train is delayed, after discharging passengers and not then until a flagman has been sent ahead to prevent passengers or others crossing the track.

Dispatchers will instruct conductors the tonnage to be handled. Train and enginemen advise if necessary to reduce.

Trains following each other must keep 10 minutes apart except in closing up at stations.

SIGNAL MAINTAINERS, BRIDGEMEN, SECTION MEN AND OTHER employes at work in yards and between stations must inspect passing trains and signal STOP or PROCEED according to what inspection reveals.

Enginemen, firemen and trainmen must be on the alert to receive, transmit and act promptly on these signals.

Trainmen will exchange signals with trainmen on other trains from platform of caboose or passenger car when practicable, such signals to indicate whether or not train movement has the appearance of being normal.

PRECAUTIONS TO BE TAKEN TO INSURE SAFE TRAIN OPERATION DURING AND FOLLOWING SEVERE STORMS

Operators—Notify train dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

Section Foremen—Have section patrolled day or night. Call Dispatcher and ascertain time trains will pass over section. (Time patrol as near fifteen minutes ahead of train as possible.) If necessary to hold train to patrol track notify Operator to do so. Report promptly to Track Supervisor and Train Dispatcher condition of track and speed limit. DO NOT WAIT TO BE CALLED.

Train and enginemen—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait for instructions or until advised track is safe.

Train Dispatcher—On receipt of report of storm notify trains liable to be affected; see Superintendent, Chief Engineer and Track Supervisor are properly notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains quickly as possible. If necessary have Operator call Section Foremen.

All trains arriving or leaving Terminal at Glenwood Junction will report to Dispatcher number loads, empties and tons in the train.

SIGNS AND LETTERS:

S—Regular Stop
F—Flag Stop
G—Gasoline
C—Coal
W—Water
O—Track Scales
Y—Wye
P—Telephone Office
D—Day Telephone Office
N—Night Telephone Office
DN—Day and Night Telephone Office
T—Turn Table.

WATCH INSPECTORS

S. Kaplan, 2417 Central Ave., Minneapolis
M. L. Novack, 930 Hennepin Ave., Minneapolis

COMPANY SURGEONS

Dr. Joseph Moses, Northfield
Dr. T. J. Gaffney, Lakeville
Dr. W. G. Sahr, Hutchinson
Dr. John Foshager, Clara City
Dr. H. M. Lee, 1427 Medical Arts Bldg.,
74 South 9th St., Minneapolis

TRAIN DISPATCHERS

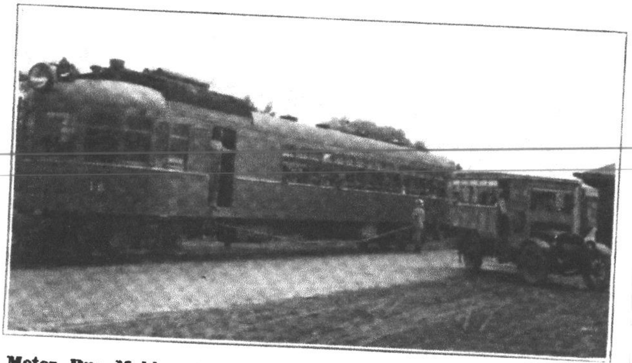
R. E. Kenyon, Chief Train Dispatcher
F. R. Mills, Dispatcher
I. C. Strout, Dispatcher
H. L. Wilder, Dispatcher

F. U. Mayhew, Chief Engineer
W. H. Krumpelmann, Supt. Motive Power
S. J. Foster, Superintendent
J. R. Branley, General Manager

INTERURBAN SYSTEM CO-OPERATES WITH BUS OPERATOR

Independent Bus Company Acts As Feeder to Electric Line With Schedules Arranged to Meet Trains.

To many electric railways, independently operated so-called jitney systems have been a menace, but the Minneapolis, Northfield and Southern Railway, operating a 71-mile interurban system from Minneapolis to Faribault, Minn., has solved the problem. Instead of competition with the bus company, this interurban system has a co-operative agreement with an independent bus company to operate buses from Rochester to Faribault and from Mankato to Faribault, connecting there with interurban trains into Minneapolis. The bus lines run on a regular schedule, and are proving to be valuable feeders to the electric railway. Owing to the fame of Rochester as a medical center, an increasing traffic may be expected to develop under the new arrangement. Special bodies with Buick trucks are used on the bus lines.



Motor Bus Making Connection With Minneapolis, Northfield and Southern Railway

ET FEB 1922

MINNEAPOLIS, NORTHFIELD & SOUTHERN RY.

		No. 5	Mls.	*November*, 1941.	No. 4		
				lve... **Minneapolis** ..arr.			
		†5 00 P M	0	..*7th St. and 3d Ave. N.*..	10 25 A M		
		— —	4.7	**Soonor**	— —		
		f5 19 "	7.3	St. Louis Park	f1007 "		
		f5 22 "	9.0	Edina	f1003 "		
		f5 24 "	9.7	Warden	f1001 "		
		f5 26 "	11.0	Perry	f9 59 "		
		f5 27 "	12.1	Cahill	f9 58 "		
		f5 31 "	15.3	Bush Lake	f9 53 "		
		f5 35 "	16.7	Nesbitt	f9 50 "		
		f5 37 "	17.5	**Auto Club**	f9 48 "		
		f5 42 "	19.7	**Savage**	f9 43 "		
		f5 50 "	22.9	Whittier	f9 39 "		
		f5 54 "	24.3	Orchard Gardens	f9 37 "		
		f5 57 "	25.7	Orchard Lake	f9 34 "		
		f5 59 "	27.1	Argonne	f9 31 "		
		f6 04 "	29.9	Antlers Park	f9 26 "		
		6 07 "	30.9	**Lakeville**	9 24 "		
		f6 12 "	34.0	Livingston	f9 18 "		
		f6 15 "	35.4	Eureka Center	f9 16 "		
		f6 18 "	37.0	Christiania	f9 13 "		
		f6 20 "	38.6	Greenvale	f9 10 "		
		f6 22 "	39.6	Manhart	f9 08 "		
		6 30 P M	45.2	**Northfield**	†9 00 A M		
				ARRIVE] LEAVE			

Routing of Through Freight

C. G. W., Randolph, M. N. & S. Railway, or C. R. I. & P. Railway, Northfield, M. N. & S. Railway.

Minneapolis, care of G. N., N. P., Soo, or C. M. St. P. & P. or the reverse of this routing on *Eastbound* shipments.

Routing of Minneapolis Freight

C. G. W., Randolph, M. N. & S. Railway, or C. R. I. & P. Railway, Northfield, M. N. & S. Railway.

† Daily, except Sunday.
f Stops on signal.
STANDARD—*Central time.*

CONNECTIONS.

Minneapolis, Minn.—With all lines.
Northfield, Minn.—With Chicago Great Western Ry., Chicago, Rock Island & Pacific Ry. and Chicago, Milwaukee, St. Paul & Pacific Ry.
Randolph, Minn.—With Chicago Great Western Ry.
Savage, Minn.—With Chicago, St. Paul, Minneapolis and Omaha Ry.

OPERATIONS

Began operating over the new Soo Line connection 9-20-1927

FREIGHT SERVICE

1934

The Twin City Terminal Study of 1934 reproduced in a separate section provides the first detailed description of freight service I have seen. This is mid-depression service. During 1936 in a proceeding involving the MRR&WC the MN&S Ry. stated that between Soonor and Crystal four regular daily freight trains were then being operated, plus in the fall possibly three extra trains per day.

The following service descriptions are summarizations of information that has been reported in various periodicals over the years.

1943

Four stalls in the Soo Line's Shoreham roundhouse were leased. Soo Line's Shoreham yard was the point of origin for all southbound freight. Additional cars were picked up at the Northern Pacific Ry.'s Grove yard at Northtown. As southbound trains could consist of 70 to 90 cars, a helper engine (usually another 2-10-0 or occasionally a 2-8-0) was added at Soonor. Virtually all southbound trains were double-headed.

At St.Louis Park the train was left on the main line while the locomotives backed the distance to the Great Northern Ry.'s Cedar Lake Yard to pick up more cars. Additional cars were also picked up at the Milwaukee Road interchange at St.Louis Park.

At Auto Club Jct. cars were set out for the 600 h.p. diesel-electric locomotive to pick up on its tri-weekly trips over the line to 60th St., Minneapolis.

Another source stated that several freight cars were coupled between the two locomotives to avoid having both locomotives simultaneously on the Minnesota River bridge. Existing photographs all show normal double-heading. If the former practice was followed, the change must have been made at Auto Club Jct. and again at Savage.

At Savage was encountered the newly completed branch to the Cargill Shipyards, and then the CStPM&O Ry. interchange where the last additional cars were picked up.

At the Northfield classification yard the train was broken apart into various components. The CMStP&P and CRI&P trains backed into the MN&S yard to pick up their cars. Since most of the MN&S traffic was southbound only one locomotive was needed for the northbound trip. The helper locomotive was turned on the turntable and returned light to Soonor and the roundhouse at Glenwood Jct. The road locomotive did the local (Northfield) switching, re-assembled about one-third of the original train, then ran to Randolph over the CGW Ry. The locomotive operated backward to Randolph.

At Randolph yard the trains was spotted for the CGW to pick up, and the locomotive put into a two-stall engine-house near the CGW depot under a watchman's care. After the crew had slept, a new train was made-up and headed back to Northfield and Minneapolis. By this time another MN&S train had gone through the same process and was already in Randolph and the crew asleep.

The MN&S operated as many as three or more round trips per day.

1959

During 1957, when other U. S. railroads were earning an average of 1.5¢ per ton-mile of freight transported, the MN&S was earning nearly 4¢.

Four daily freight trains were operated between Shoreham yard and the CGW interchange at Randolph, where close connections were made with CGW time freight trains. Pickups and set-outs were made enroute at the various railroad interchanges. Additional main line runs were frequently made between the GN Ry. Cedar Lake yard and the CMStP&P/CRI&P interchange at Northfield. Local freight service was operated five days per week over the Auto Club Jct.-Richfield line. Switching service over the ESLT Co. trackage was provided on a three shifts daily basis.

1966-1969

Additional trackage agreements had been negotiated. November, 1966: Soo Line R.R.; interchange track at Humboldt yard. November, 1969: CMStP&P R.R.; interchange agreement at Lakeville.

A May, 1969, newspaper article reported that a typical Randolph train consisted of 93 cars and three locomotives, two SD39's and one SW1500.

1976

Glenwood Jct. to Northfield
  One daily round trip, which included the switching between Savage and Northfield. It left Minneapolis about 9:30 a.m. and arrived back between 3:00 and 5:00 p.m.
Glenwood Jct. to Randolph via Northfield
  One daily round trip; no switching. It left Minneapolis between 6:00 and 9:00 p.m. and arrived back between 4:00 and 11:00 a.m.
Glenwood Jct. to Auto Club Jct.
  One switching run, five days per week.
Auto Club Jct. to Richfield
  One switching run, five days per week. The train left from Glenwood Jct., proceeded directly to the Port Cargill yard at Savage. Returned to Auto Club Jct., and then to Richfield.
Glenwood Jct. to 3rd Ave. N. and 7th St. N.
  One night switching run, five days per week.
Glenwood Jct. yard
  Switching. Locomotive #10 was used.
One transfer run, seven days per week
  Glenwood Jct.-BN Lyndale Jct.-BN Minneapolis Jct.-BN "T" yard (south of the Northtown hump yard)-return via the same route to Glenwood Jct.-Soonor-MN&S Jct.-Soo Line Humboldt yard-return via same route to Glenwood Jct. This was the result of an interchange agreement with Burlington Northern Inc. made in September, 1976. Locomotive #23 was used.

May, 1979

I.C.C. S.O. 1379 authorized the MN&S to operate over Milwaukee Road tracks at Lakeville.

1981

Operations consisted of a BN/Soo Line transfer, the "High Main" local, two Glenwood Jct. switching jobs, and the Northfield run.

The Northfield "Turn" was called for 11:00 p.m. Sunday through Thursday, usually with two or three switchers (previously used four) and occasionally one SD39. The train arrived at Northfield about 4:00 a.m. and switched there until about dawn. The northbound run performed the switching at Air Lake Industrial Park at Lakeville. (The SD39's were prone to derail on some of the sharp curves on the industrial park trackage. They were used only when accompanied by one of the SW1500's equipped with flange lubricators.) Once finished in Lakeville, the northbound train returned to Glenwood Jct.

The Minnesota River swing bridge carried both the railroad and county road 31 side-by-side, the road occupying the space originally intended for the railroad double track. MN&S found that salt from winter truck traffic was eating away at the steel structure, so increased the county's payments for use of the bridge. The county refused to pay so the road was closed and the bridge once again became railroad only.

Originally two jobs, the "Main Line" local, and the "High Line" local, the "High Main" local now covered the work on the main line between Glenwood Jct. and Savage, and on the "high" line from Auto Club Jct. to Richfield. Called for 7:00 a.m., Monday through Friday, it used switchers and worked its way south, handling the Milwaukee Road interchange at St.Louis Park, to the grain elevators at Port Cargill. The Port Cargill yard was switched by the C&NW so the MN&S only set-out and picked up MN&S cars. It then returned northward to work the "high" line and return to Glenwood Jct.

The transfer job out of Glenwood was the normal assignment of the SD39's, though usually only one at a time. Called for 11:00 a.m., Sunday through Thursday, the train worked east to the BN at Northtown Transfer yard. It then returned with a train off the BN to Glenwood Jct., where it picked up a new train and ran north to the Soo Line interchange at Humboldt yard.

Freight connections and interchange points.
Burlington Northern Inc.
  Minneapolis: Northtown yard.
  Minneapolis: Lyndale Jct.
Chicago & North Western Ry.
  Glenwood Jct.
  Savage (ex CStPM&O Ry.)
  Northfield (ex CRI&P Ry.)
  Randolph (ex CGW Ry.)
Minneapolis Industrial Ry. (ex Minnesota Western Ry.)
  Glenwood Jct.
Railway Transfer Co. of Minneapolis
  Glenwood Jct.
Soo Line R.R.
  Minneapolis: Humboldt yard.

Office Facilities 1976

Pence Building
911 Hennepin Ave. S., Minneapolis
   General Offices
   Sales
   Freight Rates
   Freight Accounting

Moved in late 1978 to 2859 Louisiana Ave. N., New Hope.

801 Indiana Ave. N., Golden Valley
(Glenwood Junction)
   Manager, Transportation
   Supervisor, Freight Offices
   Manager, Freight Claims
   Train Dispatcher
   Diversions
   Disposition Demurrage
   Engineering
   Mechanical Dept.
   Data Processing